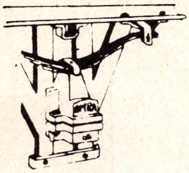

# EDITORIAL

# JOURNAL BOX

7/8/79

## EDITORIAL

Well how was my crystal ball? If all is going to plan you should be receiving this issue in early September.

I hope it is anyway, but at least I tried. The last issue for the year is started, and you should receive it before Christmas.

Well I spent most of my long service leave at home, and would you believe I even managed to do some modelling! The usual last minute rush effort to get our model ready for the NSW Branch Exhibition, took up quite a bit of the latter part.

However, I did manage to get a few outstanding things done, and even put a couple of kits together. Even managed to get away for a couple of weeks in between other things.

Now it is back to the grind, and also to try and get a couple of Journals started before I go away again at Xmas. With the usual Xmas rush, I guess the Jan/March Journal will be out at the end of January, if the printers can manage it.

Rex Little
Editor

*****************

## ON THE COVER

Hammersley Iron Pty Ltd's Loco No 4035 heads a triple headed ore train through a deep cutting approaching Tom Price Township. Rugged terrain and track grade restrictions required major cuts and embankments over a large proportion of the route.

Photo by Neil D White
July 1978

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# THE SECRETARY'S DESK

Laura Hartmann has made a piece of history by becoming the first Ladies Auxiliary member to attain an office, namely Secretary of the WA Branch. Our congratulations go to her, and we wish her all success in that position.

Other branches may well look at this when their next AGM falls due. Perhaps on the principle of 'if you can't beat them, join them'.

The days when we were regarded as little boys playing trains are passing, may be because there are lots of 'little girls' in the same boat, or rather on the same track, which is all to the good of the hobby.

From observations over a number of years, it is a lot easier for 'dad' if 'mum' condones his activities in this field and even participates.

To some people it is considered to be an expensive hobby (depends on their ability to make as much as possible) - at least they have something to show for their money. A bit different from those who dispose of the cash on smokes, grog or the TAB.

This year, to cut down on postage, we will send out only one account along with the President's Letter, so please help and send your subs back promptly.

The fees are due on 1 September. We do give two months' grace and after that, those who have not paid have their names removed from the mailing list, and then if they pay late and have missed a Journal, they will have to pay the full mailing price of 45¢. I know this is my regular theme this time each year, but we do not give up in despair.

Well a great event took place in Sydney in June - the opening of the Eastern Suburbs Railway, at least as far as BONDI Junction!!

It was with rather mixed comments, that it occurred. Some say it will be a great thing for the area, others that the money should have been spent on buying more buses - this at a time when NSW fuel supplies had nearly dried up with a strike, and so much talk of a world shortage, and the pollution debate. One editorial predicted that, with the ever-rising costs, it may be the last of the great public works. Well that may be so, but I know I still have a great works program, and if I reach 150, I may have made some dent in same. Of course, if lots of things that one had never anticipated would not rear their ugly head and divert one from modelling, that would help. But I'm sure I am not alone in this respect.

Reading Mr Braybrook's letter in Pop Valve reminds me that I have seen similar pleas in other magazines on the same lines. There is a tendency for some articles to be way ahead of the average modeller, and I do think that there is a tendency, these days, to make many things complex in the name of progress. When they are in need of repair, they require an expert (at a price) or they have to be discarded.

It must not be forgotten that new recruits are always being added in the hobby, and do need help in the basics.

We do issue two booklets which cover quite a range of the basics for the beginner. I know they are sometimes received by new members who are well up in the skills, but the application form does not give us this type of information.

We never do find out much about some of our members. We would like to hear from more of them in Pop Valve. It could lead to much more information being passed between members.

Perhaps, some day, a few more will transfer their hand from the controller and take up a pen.

Norm Read
Federal Secretary

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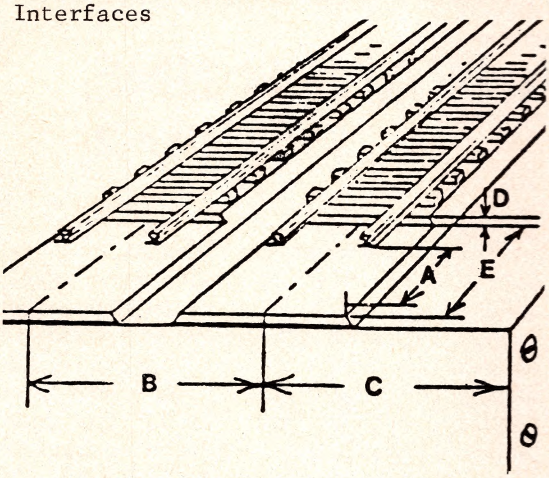
NMRA DATA SHEETS

MODULAR MODELING

Trackwork

Issue Date July 1978 D·$\frac{M}{M}$·3·b

Interfaces



| | |
|---|---|
| A | Rail set back |
| B | Multiple through track centrelines |
| C | Side set back - minimum |
| D | Ballast board relief |
| E | Ballast board set back |

| | A | B | C | D | E |
|---|---|---|---|---|---|
| Z/Nn | 55.5 | 25 | 30 | 1 | 57.5 |
| N | 63 | 30 | 50 | 1 | 69 |
| TT | 75.5 | 38 | 55 | 1 | 83 |
| HOn3 | 75.5 | ? | 60 | 1 | 83 |
| HO | 75.5 | 50 | 75 | 1 | 83 |
| OO | 75.5 | 57 | 90 | 1 | 83 |
| Sn3 | 75.5 | ? | 80 | 1 | 83 |
| S | 75.5 | 70 | 105 | 1 | 83 |
| On3 | 50.5 | ? | 110 | 1 | 83 |
| O | 75.5 | 100 | 110 | 1 | 83 |

Track Coding: Through tracks are colour coded in the following sequence, beginning at side 1:

| | |
|---|---|
| Track 1 | Red |
| Track 2 | Yellow |
| Track 3 | Blue |
| Track 4 | Orange |
| Track 5 | Green |

If more tracks are used, the sequence is repeated with each colour alternated first with silver (5-10), then gold (11-15), then copper (16-20). Normally only one or two stripes are needed, but up to 20 are shown to permit coding of yards, large stations and transverses. These colours should be reserved for through tracks exclusively. The colours should be painted on the electrical connection panels at each interface surrounding the corresponding switches and connectors.

Additionally, each rail of each track is also designated: rail 1 of each track is the rail nearest side one: rail 2 is the rail nearest side two at each interface. It is important to keep these clear when wiring to avoid polarity mismatches.

Control Panels: Where control panels are used, the following standard coding will allow all operators to quickly understand the controls. This is important in a modular layout where the operators will be unfamiliar with each module and time for familiarisation is short.

Single cab control of track blocks is the usual arrangement. Therefore only three types of control blocks are normally found on modules. These are identified as follows:

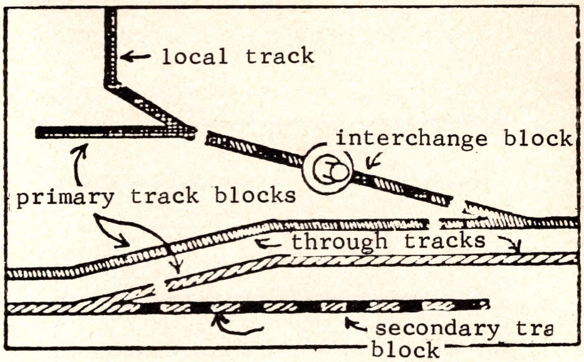
For PRIMARY TRACK BLOCK, i.e., those fed directly from the controller and not dependent upon an adjacent track section for control, a solid colour line is used. Where these sections are through tracks, the colours designated above should be used. Any local track should be coded with colours other than those shown.

For SECONDARY TRACK BLOCKS, such as spurs, the colour of the through track or other primary block upon which it depends for power is used, alternating with black.

For INTERCHANGE BLOCKS, those which can be connected to adjoining blocks at either end, the colours of the blocks at either end are alternated.

Gaps are shown as breaks in the lines.

Switch Installation: Control switches in control panels should be installed such that the switch points toward the section from which power is taken when the circuit is closed.



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# ANATOMY OF A BRANCH LINE:

## Division 2

### MITCHELTON STATION

By Big Jim

Mitchelton is quite an interesting station. Roma Street it isn't, but to the seeker after modelling potential it has plenty to offer.

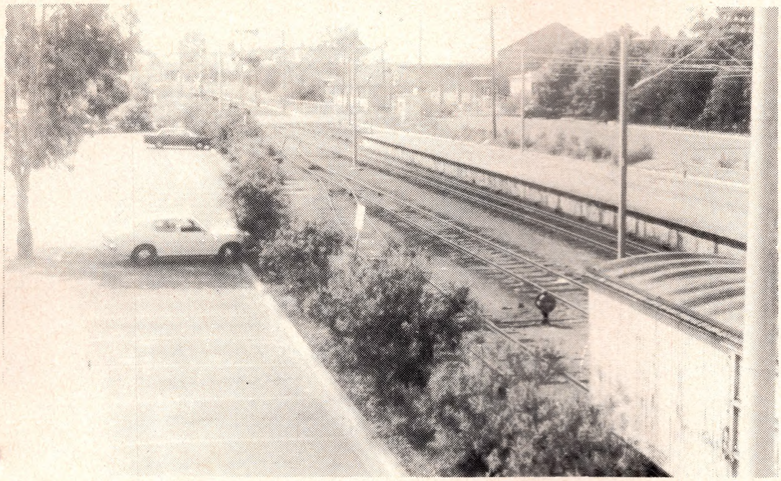
Situated at the end of the double track portion of the Ferny Grove branch, it is permanently staffed, since trains outward bound must collect an authority to occupy the single line section. The train service is almost exclusively diesel powered suburban passenger. Normal service pattern runs from Ferny Grove to stations on the Ipswich line. There is the odd variation, of course, with early and late trains starting or finishing their trips in the city. An occasional one crosses the river to the south side.

The passenger trains are made up of six, seven or eight coach rakes of wooden stock of various vintages. (Occasionally some right old mixtures turn up.) Alternatively, trains consist of standard seven-car stainless steel sets. Motive power is most often the 1720 class CO-Co loco, but most other types are seen from time to time. At weekends the service is provided in large measure by two or three car diesel rail motors of the 2000 series.

For most of the day, Monday to Friday, there is a 30-minute frequency, opening out to 90 minutes in the evenings, Saturday afternoon and Sunday. At peak hours, there are a couple of extras to the pattern. Three or four turn at Mitchelton, which, for loco hauled trains, involves running round. (This operation blocks the level crossings on both ends of the station for brief periods. Motorists fume when they have to sit and watch a lonely diesel loco crawl into the middle of the road, stand for a few seconds and then return where it came. But then the majority of motorists would fume since they probably would not comprehend the workings of a railway.)

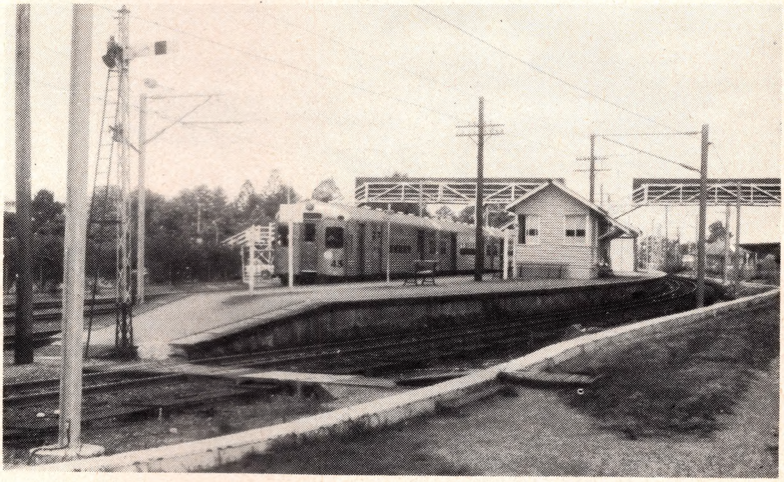
The 'wye' is still put to occasional use, as there are a couple of diesel types that are essentially single ended. Normally, of course, they would not be allocated to the service, but there are exceptions. It is also used by steam locos when the A.R.H.S. specials visits the branch.

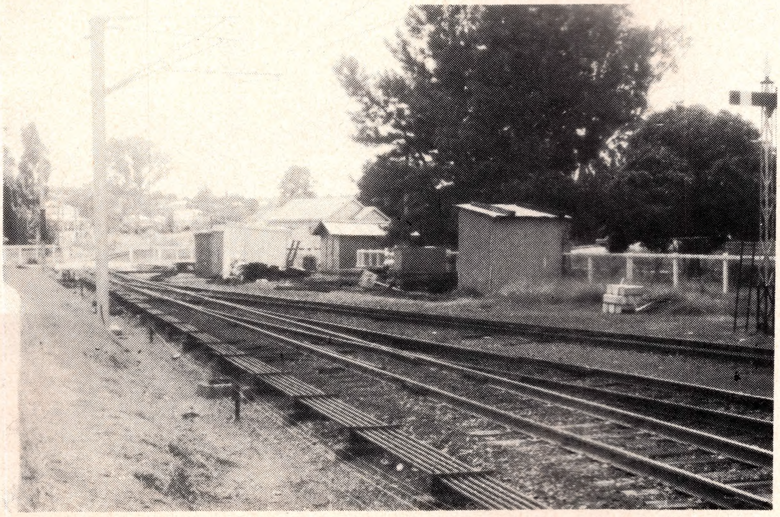
There is still a regular freight service to Wunderlich's factory near Mitchelton, on the inbound side between there and Gaythorne. Trains



Osborne Road level crossing, Mitchelton, showing car parks with greenery

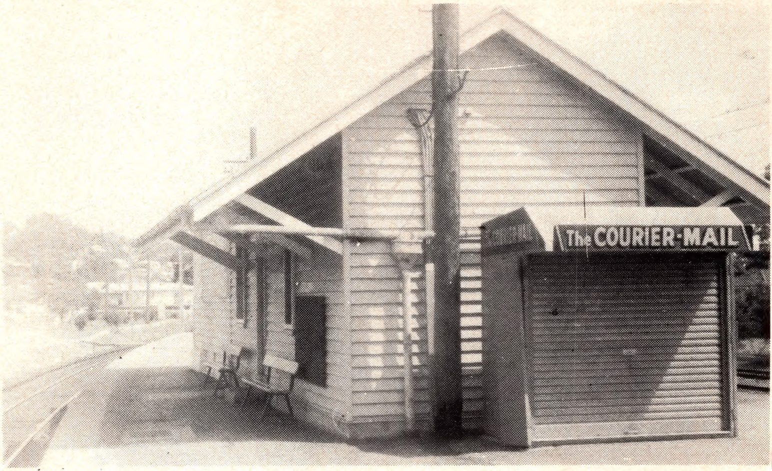
Mitchelton - west end
Note: Board walk, concrete slabs over point rods and signal wires

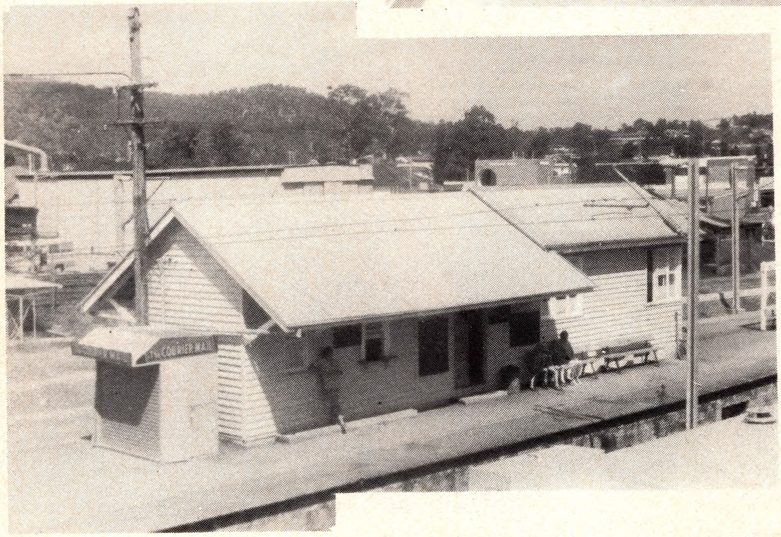




Permanent Way Depot, Mitchelton station

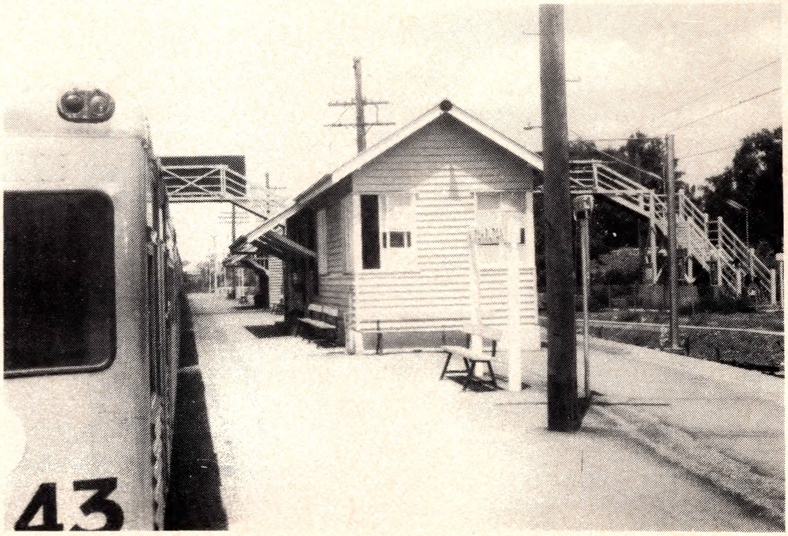
Mitchelton Station building, with News kiosk



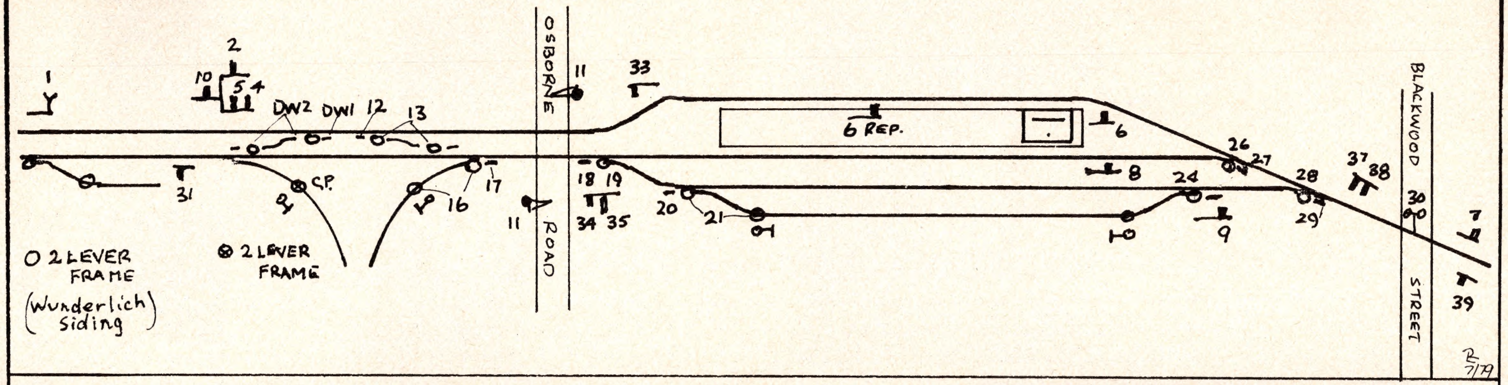


Mitchelton Station building - north side
Signal cabin at right hand end

Mitchelton Station buildings - signal box end
Note details: nameboard, seats, etc



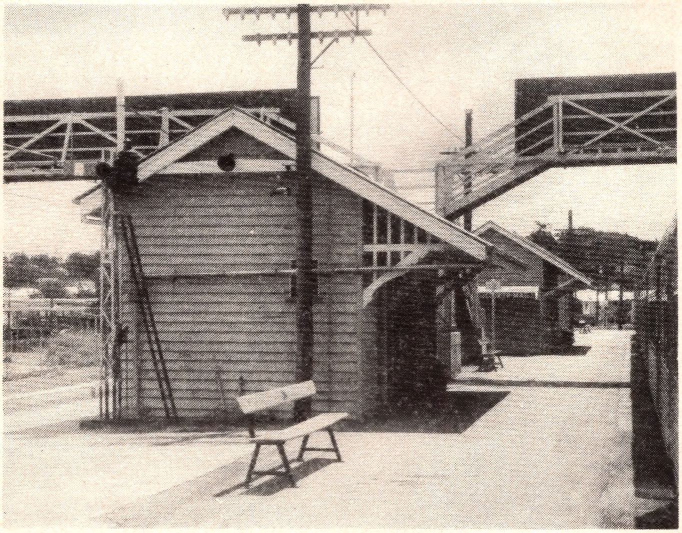
# MITCHELTON



MITCHELTON STATION DIAGRAM

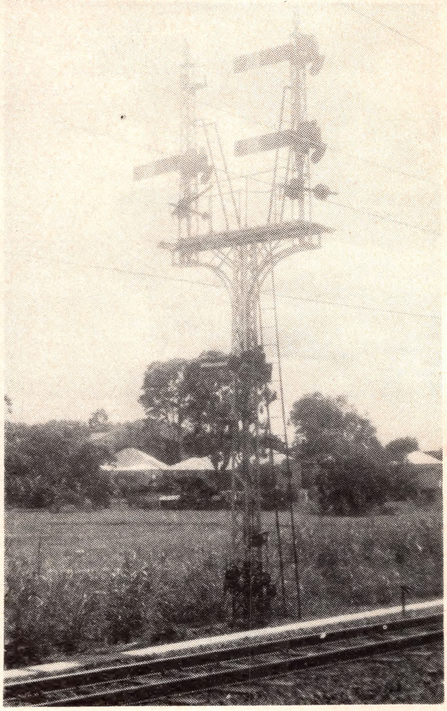
| | |
|---|---|
| DW1 | Lockbar for DW2 |
| DW2 | Crossover up to down main |
| 1 | Down distant |
| 2 | Down home to down main |
| 3 | SPARE |
| 4 | Down home to up main |
| 5 | Down home to loop |
| 6 | Down starter for down main |
| 7 | Down advanced starter |
| 8 | Down starter for up main |
| 9 | Down starter for Loop |
| 10 | Calling on for down main |
| 11 | Half booms |
| 12 | Lock bar for 13 |
| 13 | Crossover Enoggera end |
| 14 | SPARE |
| 15 | SPARE |
| 16 | For points and catch point |
| 17 | Lock bar for 16 |
| 18 | Lock bar for 19 |
| 19 | Loop points for Enoggera end |
| 20 | Lock bar for 21 |
| 21 | Siding points & C/Pt Enog. end |
| 22 | SPARE |
| 23 | SPARE |
| 24 | Siding points & C/Pt F.Grove end |
| 25 | Lock bar for 24 |
| 26 | Points Ferny Grove end |
| 27 | Lock bar for 26 |
| 28 | Loop points Ferny Grove end |
| 29 | Lock bar for 28 |
| 30 | Flashing lights |
| 31 | Up advanced starter |
| 32 | SPARE |
| 33 | Up starter from down main |
| 34 | Up starter from up loop |
| 35 | Up starter from up main |
| 36 | SPARE |
| 37 | Up home to loop |
| 38 | Up home to main line |
| 39 | Up outer home |
| 40 | SPARE |

| | |
|---|---|
| Signal 35 | Semi-auto |
| Signal 31 | Slotted with siding ground frame |



ABOVE

Mitchelton Station building - east end
Note details: Awning brackets, rainwater pipe, repeater signal, news stand. There's even some graffiti

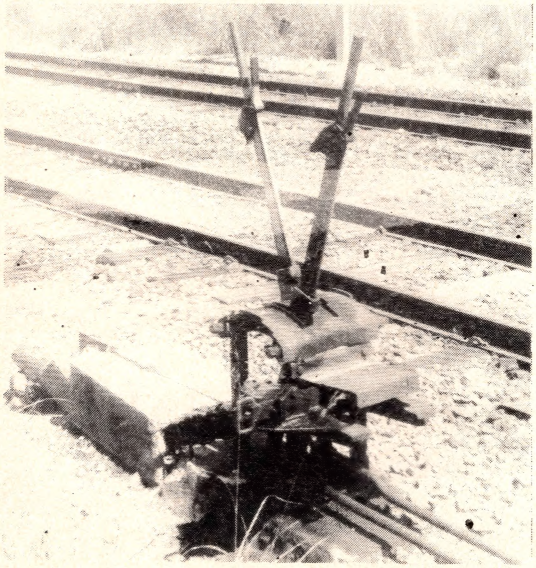


ABOVE

Down bracket signal, Mitchelton

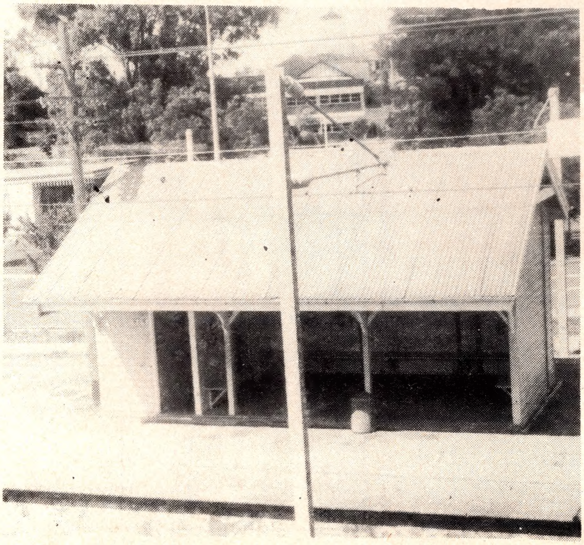
BELOW

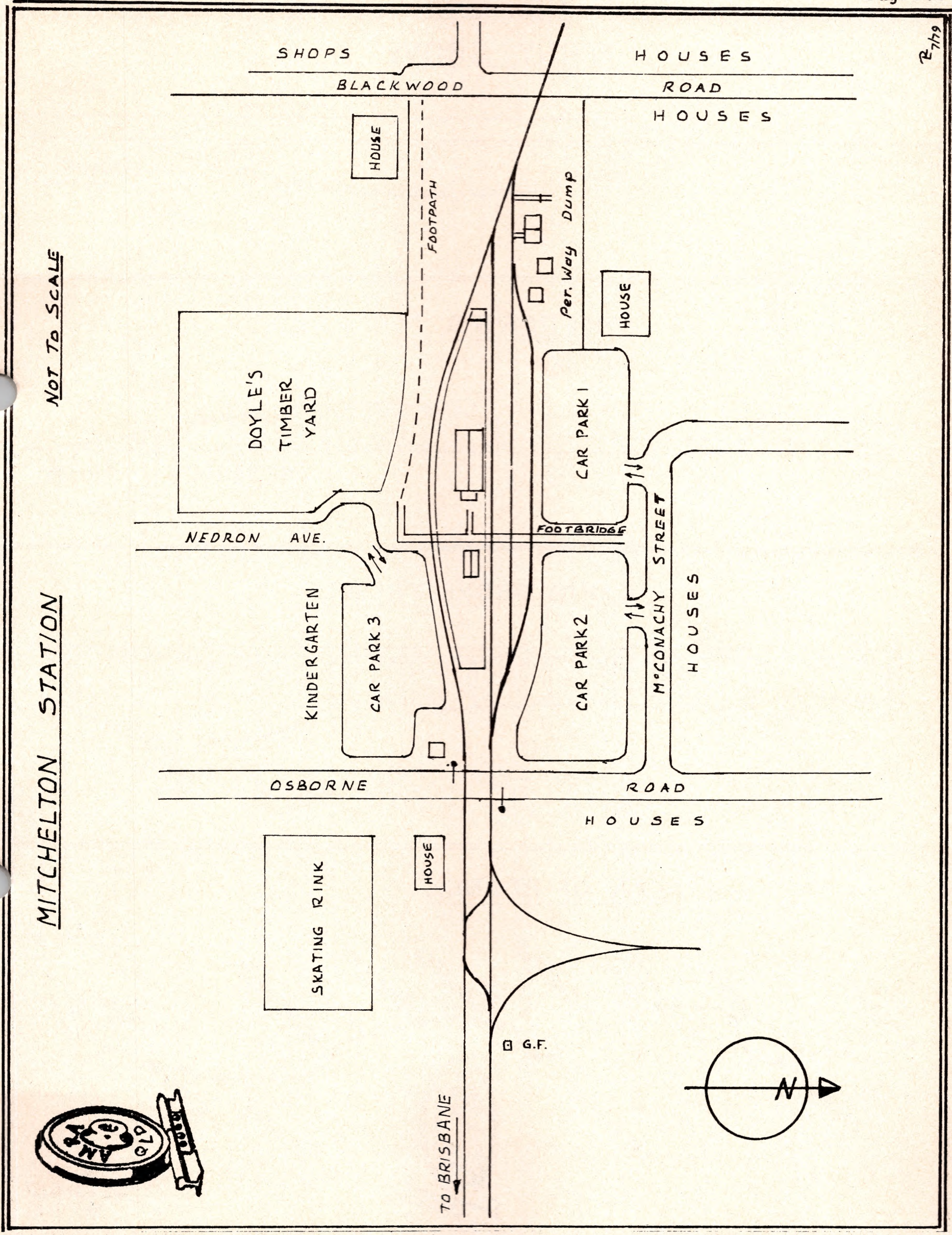
Ground frame, Mitchelton wye



BELOW

Mitchelton waiting shed with toilets

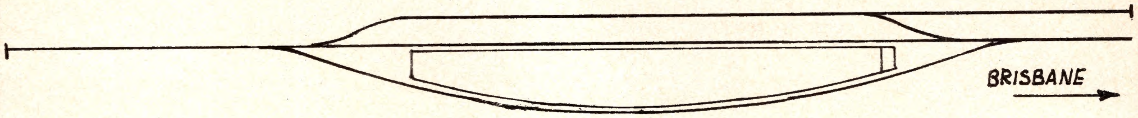




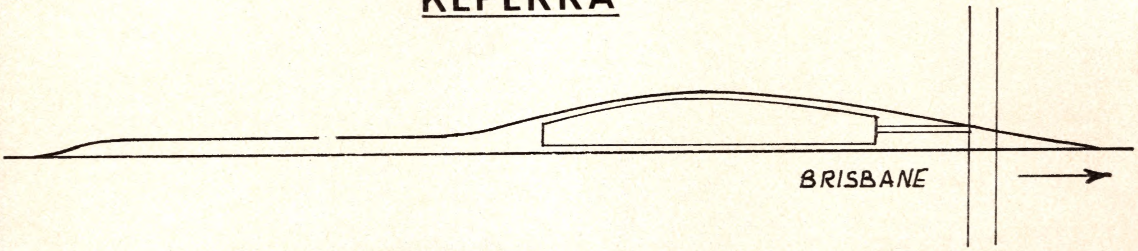
MITCHELTON STATION

Not To Scale

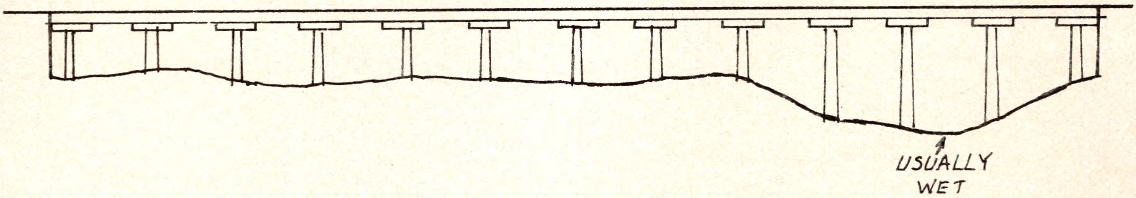
## FERNY GROVE



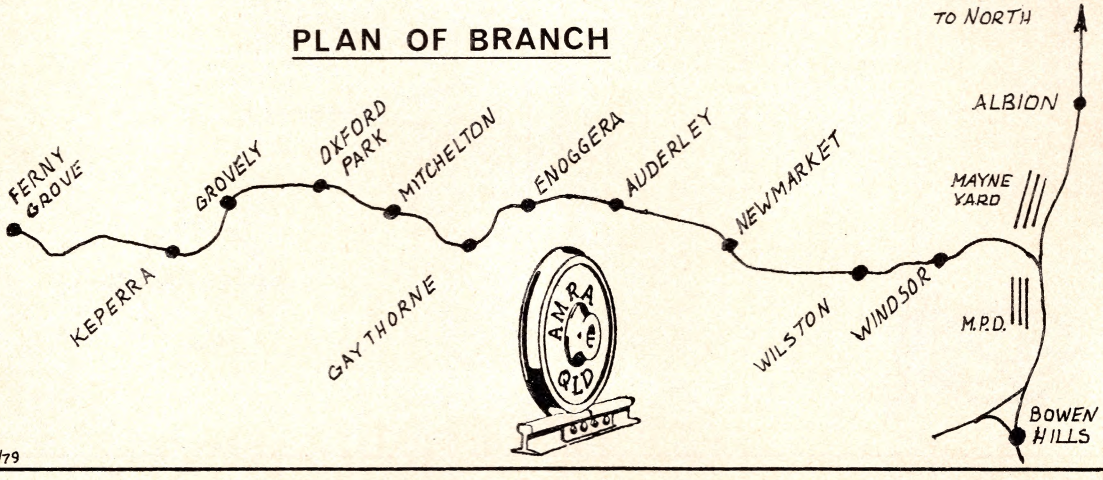
## KEPERRA



## FERNY GROVE TRESTLE



## PLAN OF BRANCH



B 7/79

conveying VJMC cement hoppers run round at Mitchelton to serve the factory on the return journey. On an odd trip the train will have an open wagon empty for loading at the works. There is no regular freight service provided at Mitchelton these days, but sometimes a van does arrive for a customer. This is spotted in the double ended siding, and loaded or unloaded through a gate in the fence to or from a vehicle in the car park.

At the west end of the station yard is a permanent way depot. This would make a good model in itself. It comprises several small buildings, one of which houses a 'quad'. On the site are stacked of sleepers and other timber, base plates, bags of rail spikes, concrete stumps, etc. A trolley and a rail tricycle stand alongside one of the buildings, most times.

The station buildings are quite substantial, incorporating a fairly large signal cabin. The frame in here contains a few spare levers now. They used to control signals, points, locks etc, for another loop on the downside that was taken out a couple of years ago. The buildings are maintained in a very good state of repair, as indeed, are on the branch.

The footbridge is a variation on the Q.G.R. standard theme. The station is lit by fluorescent lamps on tubular posts. The platform and bridge have different, but standard varieties. The three car park areas have high power lamps on tall poles of a street pattern.

The platform has a ramp at one end only, the country end, with a board walk over the out bound track. This leads to a footpath going from the end of the footbridge to Blackwood Road. The other end of the platform is barricaded and without a ramp. Exit to Osborne Road is supposed to be via the footbridge etc.

Blackwood Road crossing is about a 60 degree angle. It has flashing lights only, whereas Osborne Road has lights and half barriers. These are of the normal type, painted black, white and aluminium. The relay cabinet for their operation stands in the nearest corner of the car park.

Signalling is quite comprehensive, the two running lines and loop being semaphored. The double ended sliding has discs coupled to the points. Another disc controls exit from the 'wye' at the station end.

The points there are operated from a two-lever ground frame, in turn opened by a key.

The up advanced signal is slotted from the ground frame at Wunderlich's factory, affording protection from a train standing while the works siding is being shunted.

On the outbound platform standing in the rear of the buildings is a yellow repeater semaphore. The down starter is not visible to approaching trains until halfway along the platform due to the sharp curve of the track.

In three places there are two signal arms on one post covering parallel movements.

For the follower of detail, there is pelnty of point rodding and runs of signal wire alongside the outbound track. As well, there are specimens of tensioners and interlocking gear.

Although it is not rail served, an interesting adjunct to the station that's worth considering for a model is Doyle's timber yard. It would not be difficult to simulate stacks of sawn timber, racks and sheds that go to help make up such an establishment, and incorporate them into the background of a model station.

The car parks are surrounded, except at the exits, by galvanised post and mesh fence, with flowering shrubs. White lines mark car spaces and speed bumps are laid in. There is also a bicycle rack on each side of the station for the energetic types.

If you're still awake, the next bit takes us into town, or at least as far as Mayne Junction.

***************

# NMRA DATA SHEETS — MODULAR MODELLING

## ELECTRICAL GENERAL — SHEET D$\frac{M}{M}$4A — Issued July 1978

Electrical - General

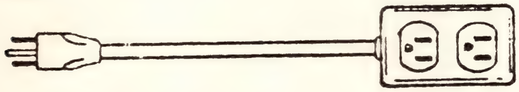
The electrical system in a module needs to be designed for maximum reliability. A little extra care and time taken during design and construction will ensure superior performance in operation. Modular electrical systems should provide -

1 safe and reliable functioning of all components, including safeguards against improper connections in the various systems;

2 flexibility in modular use and arrangement;

3 separation of electrical functions and tracks to facilitate troubleshooting.

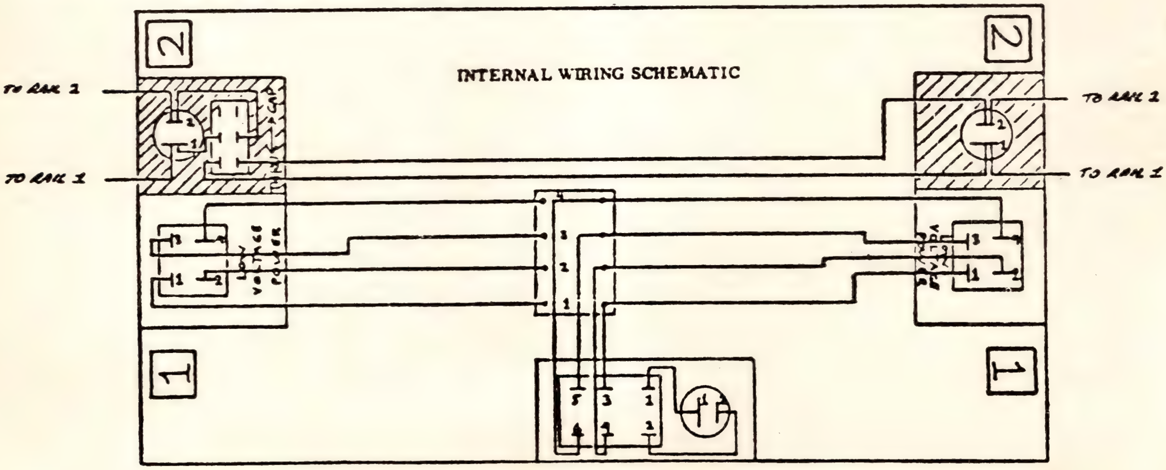
These specifications are drawn to satisfy these requirements in every case.



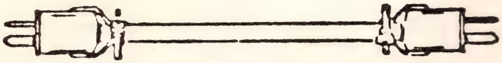
Line (Mains) Wiring While it is often convenient to have line voltage available at each module, it is not essential. If it is to be provided, it should be in the form of an extension cord, constructed with grounded (earthed) components and using minimum 1.6 mm diameter (0.064" = 14 AWG) wire, stranded copper, with the connecting ends properly tinned for connection to the plug and receptacles. The cord should be as long as the module, plus 500 mm (20"). A double or quadruple outlet box is recommended for convenience in attaching tools at a module.

UNDER NO CIRCUMSTANCES are male-to-male patch cords to be used for line voltage. Line voltage wiring is subject to inspection by authorities; builders are responsible for the safety of all wiring.

Throttles In most modular systems, walk-around hand controllers are used. These must provide speed and directional control as minimum and can provide momentum, braking and other features as desired. These controllers require a.c. or d.c. input, depending upon the type used. The controller should be wired according to the manufacturer's instructions and the notes above using a six-pin plug. Pins 1 and 2 must be wired to the controller output. Either pins 3 and 4 (d.c.) or 5 and 6 (a.c.) must be wired as input to the controller, following directions with the unit.



INTERNAL WIRING SCHEMATIC



Low Voltage Patch Cord

Patch cords for the low voltage lines should be a minimum 750 mm (30") in length and made with stranded four-conductor 1 mm diameter (0.040" = 18 AWG) wire. They are terminated at each end with four-pin plugs, wired in parallel.

Internal Wiring For greatest versatility, modular systems should provide low voltage power at BOTH 16-18 volts a.c. and 12-16 volts d.c. to all modules. These can be carried together in a four-conductor cable through each module, terminating in four-pin female sockets mounted in panels at each interface. Provision for taking off power should be provided at a terminal strip. All internal wiring should be minimum 1 mm diameter (0.040" = 18 AWG) wire, solid copper. The following distribution of power is the conventional arrangement.

Pin 1 - d.c. +, Pin 2 - d.c. -, Pin 3 - a.c., Pin 4 - a.c.

Throttle Panels Each module should be equipped with at least one throttle panel to which a hand-held controller or a power pack can be connected. The throttle panel will take its input from the terminal strip in the low voltage power lines. Thus either a.c. or d.c. powered controllers can be used. The power is fed into a six-pin socket on the throttle panel. Pins 3 and 4 are d.c. inputs, 5 and 6 are a.c. inputs. Pins 1 and 2 are the throttle output to the track. By wiring the output to a two-pin socket, power can be selectively directed to any track section by use of track patch cords. This is less complicated than using switches. These sockets are set into the throttle panel and interconnected as shown. By convention, the throttle panel is located near the centre of side 1 whenever possible to relieve congestion at module interfaces and to keep wiring patterns uncluttered.

Power Supplies For home use, any good power pack may be used to power a modular layout. It can provide both direct control and power for walk-around throttles. Simply wire the outputs from the pack to a six-pin plug as follows:

| | |
|---|---|
| Pin 1 | Variable d.c. (track) + |
| Pin 2 | Variable d.c. (track) - |
| Pin 3 | Fixed d.c. + |
| Pin 4 | Fixed d.c. - |
| Pin 5 | a.c. (accessories) |
| Pin 6 | a.c. (accessories) |

By using track patch cords, as shown in the Set Up Guide Sheet, the system can be operated from a conventional power pack. For larger layouts a larger supply will be needed. It should provide both 16 volt d.c. and 18 volt a.c. at a minimum 5 amperes each; more may be advised for the larger scales. All wiring safety practices must be followed in power supply construction. Grounded (earthed) devices must be used. A circuit breaker or fuse should be installed. The output should be wired to a four-pin socket, wired per low voltage power line convention noted above.

Accessory Power In order to assure adequate power to controllers at all times, accessories drawing constant power (lights, motors, etc), should be provided with their own power supply. Intermittently powered devices (turnout machines, electromagnetic uncouplers, etc), may draw power from the low voltage power lines.

* * *

# NMRA DATA SHEETS

# MODULAR MODELLING

## ELECTRICAL

## TRACK WIRING

SHEET D$\frac{M}{M}$4B

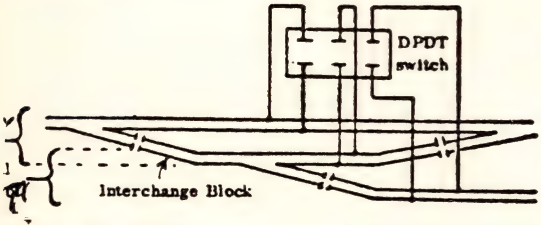
Issued July 1978

Track Wiring In order to provide as foolproof a system as possible, the following general rules apply to track wiring:

1 The wiring for each through track should be carried separately through each module. There should be no common connection between tracks. i.e. common rail systems are not to be used.

2 If a local track is to be operated independently on a module, care must be taken to be ABSOLUTELY CERTAIN that local control cannot in any way at any time be transferred to a through track. A through track controller may, however, be permitted to control local track. Best isolation is achieved by use of an interchange block, wired as shown.

Through Track Control



Local Control

3 At any place where isolating gaps are put in rails, BOTH rails should be cut, except in spurs. All gaps should be filled with plastic joiners, epoxy, wood or other insulating material to prevent closure of the gap due to rail creeps.

4 Whenever possible, the use of live frog, power routing turnouts is encouraged. Their use will simplify wiring as well as providing more reliable operation. The track gapping and rail feeder specifications which follow are based on their use.

5 When feeding power to rail in track sections containing turnouts, ALWAYS feed power from the POINT end of the turnout.

6 All rail feeders and panel wiring should use minimum 1 mm diameter (0.040" = 18 AWG) wire, solid copper. It may be advisable to use still heavier wire in the larger scales to prevent voltage drop over longer distances.

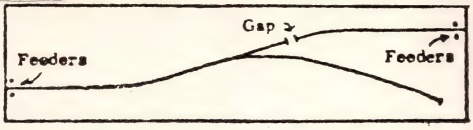
7 Component Orientation Connector sockets are mounted in the electrical connection panels so that the low voltage power line socket is nearest side 1 at each interface. ALL sockets are oriented so that pin 1 of the socket is nearest side 1. In panels having track gap switches, those switches are placed INBOARD of the corresponding two-pin track socket for horizontal-mount panels or ABOVE the two-pin for vertical-mount panels. The switches should be wired so that, when thrown towards side 1, the circuit is closed.

Rail Gaps and Feeders To minimise reliance on the rail joiners to carry power through the interface connector tracks, the track blocking gaps are placed in the module. This system also permits operators to quickly reblock through tracks and alter operation patterns without pulling patch cords or changing connector tracks.

Location of gaps and feeders is straight forward, but care should be taken not to gap too close to the interface so as to leave only a very short piece of rail which could work loose.

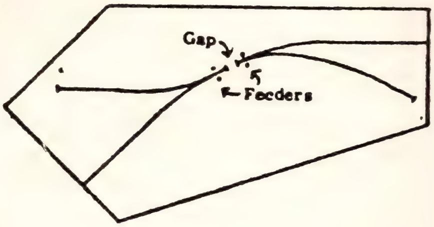
For track plans having multiple through tracks, both rails of crossovers connecting them must be gapped. Each through track may then be considered separately as follows:

Each through track on each module is gapped. The gaps may be located anywhere, but if there is a turnout in the track, place the gap at the FROG end of the turnout, and locate rail feeders as shown.

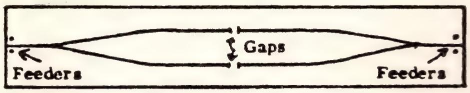


This allows the divergent track to be switched from the block to which it is connected.

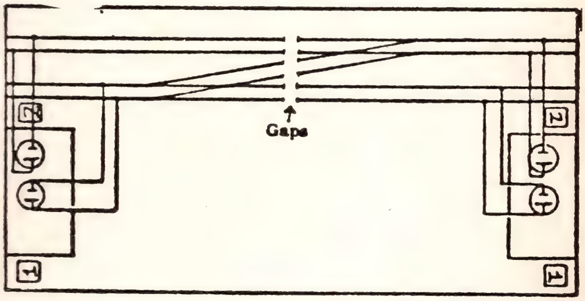
If a track contains turnouts arranged with their points adjacent to each other, gap between the turnouts and feed power from the point end of each turnout.



A passing siding is considered as an alternate through track. Therefore simply gap each track at the frog end of the turnout and feeder power from the point end of each turnout.



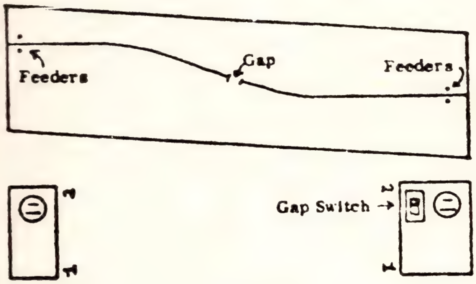
Through Track Electrical Panel Wiring The fail feeders from each half of each through track are terminated at a two-pin socket in the electrical connection panel at each interface. The sockets are wired so that rail 1 of each track is connected to pin 1 of the sockets and rail 2 to pin 2, as shown.



The track feeder circuit is then wired through a DPST switch (or one end of a DPST switch). The purpose of this switch - called the gap switch - is to establish the track block boundaries in a layout.

The choice of which panel is to contain the switch follows these conventions.

Where a through track has an operationally symmetrical arrangement of turnouts, the gap switch may be located in either interface panel.



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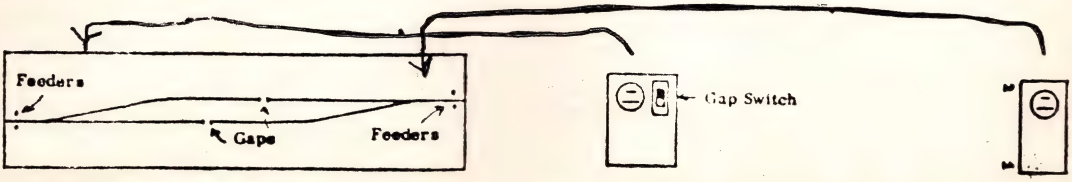
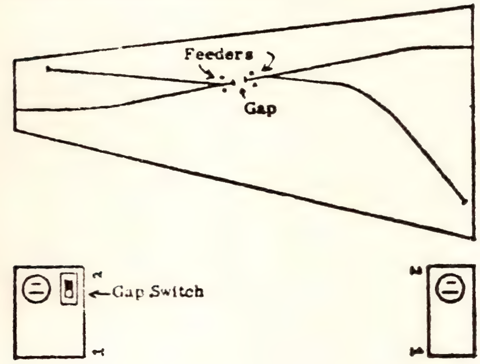
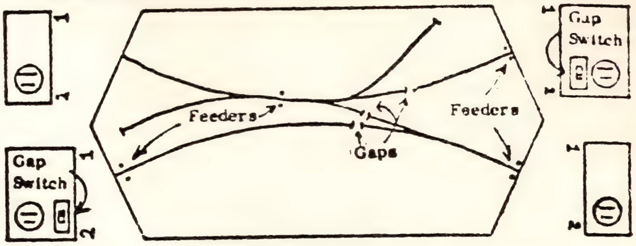
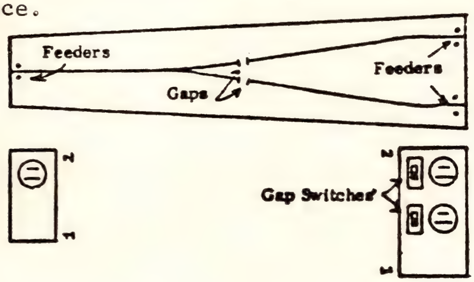
NMRA DATA SHEETS
MODULAR MODELLING
ELECTRICAL
TRACK WIRING
SHEET $\mathrm{D}\frac{\mathrm{M}}{\mathrm{M}}$4c
Issued July 1978
SCENERY & STRUCTURES
MOTIVE POWER & ROLLING STOCK



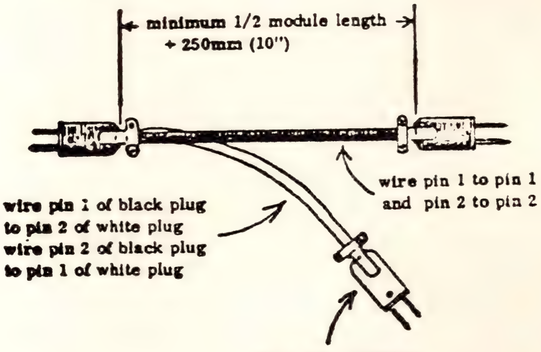




Here a through track has an asymmetrical arrangement of turnouts; the gap switch should be located in the panel at the end toward which most frogs face.



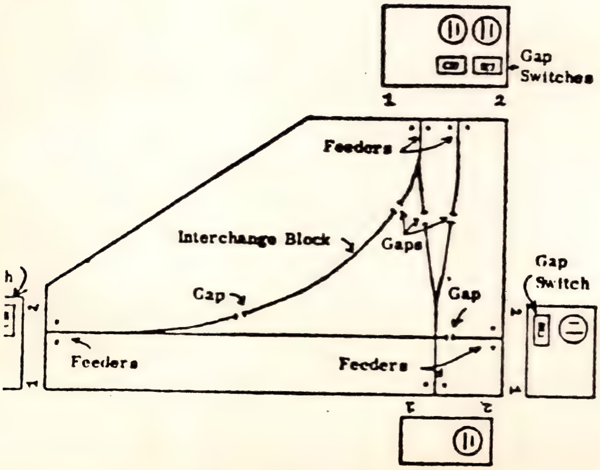
The through tracks are connected across the interface by a patch cord. In order to permit reversibility of the module with keyed connectors, the patch cord must provide for polarity reversal. This is easily accomplished as shown. The third end in any given arrangement will serve as the track power connection to the throttle. Two-pin plugs are used on each of the three ends, wired as indicated. Use 1 mm diameter (0.040" = 18 AWG), two-conductor wire, stranded copper.



wire pin 1 to pin 1 and pin 2 to pin 2

wire pin 1 of black plug to pin 2 of white plug
wire pin 2 of black plug to pin 1 of white plug

This plug provides reversed polarity. Paint it WHITE.



## 6 SCENERY AND STRUCTURES

Unless a particular co-ordinated scenic section is to be presented, the scenic treatment of each module may be left to the builder. It is recommended that techniques employing lightweight materials, such as foam, be used in preference to heavier plaster and screen methods for scenery.

In all structures and scenery work, it is important to remember to check for clearances and access to all track for maintenance. Backdrop boards may be used to help round out the scene on a module, but are not required. In any case, all boards should be removable and not extend higher than 30 cm (12") above the level of the railhead on through tracks.

7 MOTIVE POWER AND ROLLING STOCK

To assure reliable operations for everyone, all equipment should be checked BEFORE placing on the track.

Wheels should be in gauge and clean

Driver trains should be free, clean and properly lubricated

Pickups should be clean and free of oil and lubricants

Couplers should be adjusted for proper height and functioning. If you want to avoid breakdowns and the need for others to handle your equipment, take the time to be certain it operates properly.

*****************

# MIXED RAILWAY

A short story of the start of hobby railwaying

by Robin J Walters

The first contact anyone has with the hobby probably has occurred in the early childhood years when one was lucky enough to be able to take the first train ride. This event, I probably went through it the same way, was accompanied by such rituals as riding the train with one's head out the window, causing much alarm to parents.

It probably happens that one day, as the usual shopping spree was undertaken amid the hurry and bustle of the grown-up world, the child discovers, all brightly packaged behind the big shop window, THE ELECTRIC TRAIN SET.

Immediately, the connection between the thrill of the train ride and the prospect of actually owning one's own train clicks, and after the child goes through hell actually eating the greens and being the perfect angel until the next birthday or Christmas, the dream becomes reality.

At the tender age of anything up to eight or nine, the only thing that is of interest, is the train proceeding around the small circle at an ever decreasing pace until as is usual, the batteries are drained of every last trickle of current.

By this time, if the child is lucky the bug has began to sink its tiny head into the Dad and probably his wallet. The next thing Mum realises is that she hasn't seen Dad for a while, and possibly, gratefully, the kids. This absence is usually accompanied by the well known noises - hammering and sawing. She sometimes wonders why the cherished family car is standing outside the garage, tarnishing.

When the urge to investigate is overpowering, she ventures to the direction of the, by now, noise of delighted ooes and aahs to discover - the 8x4, five miles of track and three (or more) quaint trains of mixed origin running spritely through the usual array of points, crossing, stations and tunnels. Upon seeing this, she realises that trains are now part of the family's way of life.

The next thing the Dad has to do is to gather as much information in as short a time as is possible to do the inevitable extensions to the railway system. This involves for the most part, wiring and later scenery. Where better to find all this info under the one roof than in a club (model railways, that is).

Continued on page 116

# OUR SPECIAL SILVERS!

**A new era in rail travel is evolving with the contract being announced in April for the construction of 300 stainless steel air-conditioned railway passenger cars for VicRail.**

**The familiar red trains will progressively disappear from rail lines throughout the suburban network to make way for the new modern transports.**

A $108.5 million order for the new rolling stock has been awarded to Comeng Holdings' Victorian subsidiary, Commonwealth Engineering (Vic) Pty Ltd, which will supply 200 motor carriages and 100 trailer carriages during the next six years.

A boon for metropolitan rail commuters, the introduction of the new trains heralds one of the largest rolling stock contracts to be awarded since Clyde Holdings won the contract eight years ago for supply of the present 300 silver train carriages.

VicRail's General Manager, Ian Hodges, said that the railways operated on the principle of ordering an entire fleet of carriages at a time instead of just regularly "topping up" the existing fleet.

That way, he said, each new order could take advantage of latest designs and engineering advances.

The new orders of 200 motor cars and 100 trailers will make up 50 new trains.

As delivery starts in 18 months, the existing 37 Tait trains, ordered in 1920, will be removed from service. The new trains will be introduced progressively over six years.

Main contractors, apart from Comeng, are Bradken Consolidated Ltd for bogies and GEC for electrical equipment.

This new generation of suburban trains will provide the comfort, reliability and speed to attract passengers to VicRail's suburban system.

Suburban train travellers need fast, modern, comfortable trains when they use the public transport system, and these additional trains of improved standard will more than satisfy this requirement.

World trends and the concern for fuel conservation and a clean environment dictate that Victorians be encouraged to use a public transport system.

**The Victorian Transport Minister, Robert Maclellan, remarking on the new "super trains" said, "the trains will certainly be a new experience for suburban commuters. They will be air-conditioned and will have extra seating, double-glazed windows and will be fully carpeted."**

The Minister added that the order, in terms of cost, was the largest ever made for the Victorian Railways.

The first five trains will be delivered within 30 months, and the remaining 45 trains at the rate of 10 trains per year.

VicRail's new generation of suburban electric trains will incorporate all those proven features which modern urban train systems throughout the world have now accepted as essential to provide an acceptable public transport facility.

The 50 new generation air-conditioned trains will consist of two, three carriage units each able to operate as a separate train in the off-peak periods.

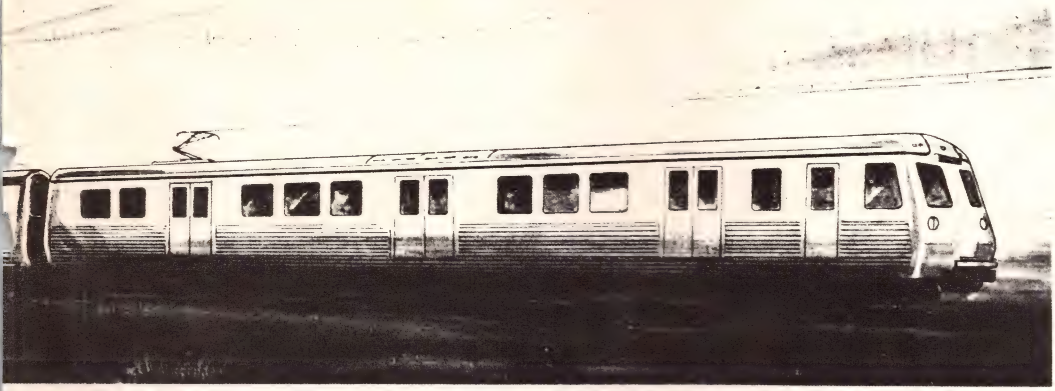
Each three carriage unit will be fitted with a comfortable air-conditioned crew compartment at each end. They will be fitted with the most modern operating equipment and features to ensure the safety of crew and passengers.

The new trains which have been increased in width from the 9 ft. 9 ins. of the current stainless steel trains to 10 ft will have more room and are designed to provide ample seating for passengers.

Fluorescent lighting and double glazed tinted safety glass windows will provide a brightly lit interior under all weather conditions.

The interior decor will be varied throughout each train and will provide a restful and pleasing atmosphere.

Carpeting and special attention to sound-proofing will reduce noise levels in the carriages.



Air-conditioning equipment of the latest design will provide a comfortable temperature level in both summer and winter, a feature which the public are now used to in their homes and cars.

Such air-conditioning will bring to VicRail suburban trains a new level of travelling comfort in line with the best in similar rail services throughout the world.

With radio communication between train and base and public address system fitted through the trains, passengers will be kept informed of details of train running, changes in schedules and other relevant information.

Melbourne's population is today oriented toward the private motor car as their daily mode of transport.

The ownership of a car, often two or three per family, is regarded not only as a right, but also as a necessity. All indications are that the situation in the 1980's may change dramatically because of people's concern for the environment, growing road congestion and the need to conserve energy.

These criteria all point to the need for a public transport system which people will use, and this new generation of trains is essential for VicRail to provide the level of service and comfort which the travelling public expect.

This service will be highlighted when the new trains begin operation on the first stage of Melbourne's new underground loop due to be opened between late this year and early 1980.

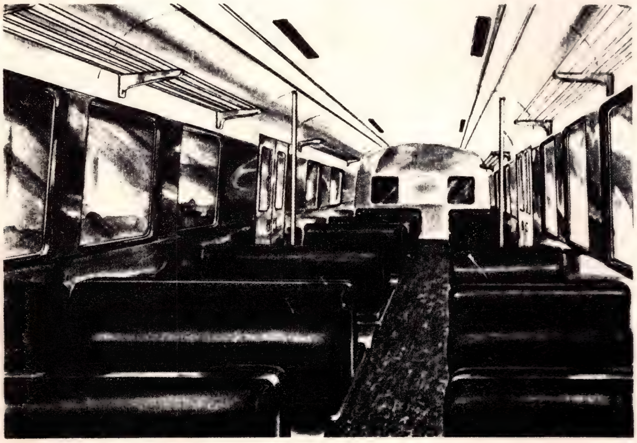
The new multiple unit electric stainless steel trains will operate off 1500V direct current as do existing trains. Their six carriage configuration will be motor-trailer-motor+motor-trailer-motor.

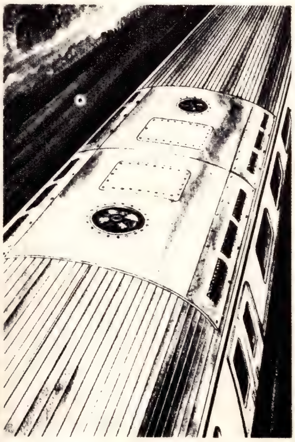
Operating on 5ft 3in gauge, the 138 metre long trains will have a maximum passenger capacity of 1332 with seating for 604.

Features of the new trains are power operated doors, four wheel cast steel frame bogies with air spring suspension and four motors per motor carriage.

Multi-function couplings, incorporating train coupler, multiple unit electric connections and air brake connections are fully automatic, operated from the driving cab.

With the delivery of the new order, VicRail will operate three separate fleets of trains — 56 blue trains designed in 1955, 59 silver trains designed in 1969, and 50 new silver trains designed in 1978.





The search is then on. Most likely, discovery of a club will be made from attending the various hobby shows and making contact with the members manning their club's display. The display seems to attract a Dad in search of help like bees to a rose and armed with such necessary information, mainly the club's next meeting time, the intrepid father makes his way home gleefully.

With his mind boggling after the sight of the club layout, he stands in the dimly lit garage imagining all sorts of configurations for his own layout. The 8x4 becomes the width and breadth of the garage, and urged on by his new found 'friends', the amount of rolling stock overflows the sidings and goods yards, not to mention the numerous engine sheds.

What started out as a present one fateful Christmas, grows to the large layout found in any enthusiast's home. The layout becomes the pride and joy of the whole family, including the Mum.

My own layout has had such a humble beginning. Although it has been advanced to the scenic stage, trains still run on a circuit which most likely will be changed a few times before I will be able to operate such things as scale timetable, or even a 'Big Boy'. My son is happy enough to operate a few switches and manual points to run a few trains in what ever make or type he wants.

The rolling stock is all standard shelf line and runs as anything from mixed goods to light engine. For the real hobbyist, not a modeller, this suits my son and some of his friends fine.

The layout is housed in a small room and is an 'L' shape. At the top of the L, the curve is 'single track running whilst the base of the L contains an outer loop and two inner loops. The inner of these crosses a goods siding through a diamond, the trains being protected through the wiring system. There are three further sidings in the system, and these are used to make up and/or store stock. There are 15 sections in the circuit, the inner loop in the L base and the single track, which passes through a station or the two are wired for either sectional or continuous running. The other circuits have built-in holding sections which are operated by switches on the panel. The track is held down with drawing pins at the moment.

The scenery at the moment is that of a junk yard, from torch through screwdrivers to stuff I cannot remember what it is doing there. However, the track is clear, and at the flick of a switch or two, the MIXED RAILWAY grinds to life, and with a little coaxing, provides hours of fun my family and anyone with the interest in the hobby.

So, the next time your family embarks a train trip, and passes the hobby shop, spare a thought for what might be a future pastime, a hobby the whole family can join in.

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# BRITISH HERITAGE TOURS AND THE BRITISH HERITAGE EXHIBITION, CHESTER.

In 1930 the World's first modern railway line opened between England's major northern cities, Liverpool and Manchester. 150 years later, this historic event is to be celebrated in a grand railway festival, entitled 'ROCKET 150'.

Exhibitions, pageants, and a cavalcade of locomotives and rolling stock, will portray railway development from 1830 to 1980. There will also be a re-staging of the competition which decided the best type of locomotive for the original line. The winner of course was Stephenson's Rocket, and a working replica will feature in the Festival.

For all railway enthusiasts coming to ROCKET 150, we offer our fully inclusive 'FEAST OF STEAM' Tours. As well as ROCKET 150 we will be visiting a selection of Britain's Steam Centres and preserved lines. All accommodation and travel is pre-booked. All your group has to do is enjoy the Feast!

TOUR FS4 7 days - 21 to 27 May 1980

From £133 - minimum 10 persons

This price is for 2 star hotels/guest houses. 3 star hotels available at extra cost of approximately £40.00 London stopover available at extra cost of approximately £20 per night, D.B.B.

DAY 1 Transfer to North Wales Coast, overnight in Llandudne Hotel.
DAY 2 Rail to Blaenau Festiniog via the scenic Conwy Valley line. Coach to the Festiniog Narrow Gauge Railway, for 15 km rail journey to Porthmadog. Return to Blaenau for return rail trip to Llandudno.
DAY 3 Coach to Llanberis for Snowdon Mountain Railway - Britian's only rack railway, followed by a run on the Llanberie Lake Railway. Coach to Manchester Hotel.
DAY 4 Coach to York and visit the National Railway Museum. Return to Manchester via the Keighley and Worth Valley Railway.
DAY 5 By rail over the original Liverpool and Manchester Railway route to Rainhill for the Exhibition, Rail Trail, Trials and Cavalcade.
DAY 6 Conducted tour of Victorian railway sites in Manchester, followed by visit to Dinting Railway Centre, home of 'Scots Guardsman' and 'Blue Peter'.
DAY 7 Transfer to port of entry for return home.

TOUR FS5 10 days - 23 May to 1 June 1980

From £280 - minimum 10 persons

This price is for 2 star hotels/guest houses. 3 star hotels available at an extra cost of approximately £60.00. London stopover available at extra cost of approximately £20 per night, D.B.B.

DAY 1 Arrive in UK. Transfer to Leeds for overnight stay.
DAY 2 Rail to York for visit to the National Railway Museum. Free time in York before return to Leeds.
DAY 3 Coach to the Yorkshire dales for a trip on the steeply graded Valley Railway. Then to Dinting Railway Centre the home of the 'Scots Guardsman' and 'Blue Peter'. Overnight in Manchester.
DAY 4 By rail over the original Liverpool and Manchester Railway route to Rainhill for the Exhibition, Rail Trail, Trials and Cavalcade. Overnight in Manchester.
DAY 5 Coach to Carnforth for visit to Steamtown, home of SNCF Pacific 231K22. Later to Ravenglass for journey on the Ravenglass and Eskdale narrow gauge line. Return to Manchester.
DAY 6 Conducted tour of Manchester's Victorian railway lines, followed by free time.
DAY 7 Coach to Llandudne on the North Wales Coast, rail to Blaenau Festiniog via the scenic Conwy Valley Line. Coach to join the Festiniog narrow gauge railway for the 15 km journey to Porthmadog and return. Coach to Blaenau for return rail trip to Llandudno.
DAY 8 Coach to Llanberis for an exciting 1000 m climb and descent on the Snowden Mountain Railway - Britain's only rack railway, followed by a run on the Llanberis Lake Railway. Then by coach through the Snowdonia National Park to Kidderminster.
DAY 9 Coach to Bridgenorth for visit to the Severn Valley Railway. Depot visit, followed by 20 km run to Bewdley. Coach from Bewdley to Tyseley Steam Centre, Birmingham, and then to Leicester for overnight stay.
DAY 10 Coach to the Nene Valley Railway, Peterborough, viewing locomotives

and taking 8 km steam trip. Rail to Port of entry.

TOUR FS6 4 days, 24 to 27 May 1980

From £77 - minimum 10 persons

This price is for 2 star hotels/ guest houses. 3 star hotels available at extra cost of approximately £30.

DAY 1 Arrive UK. Transfer to Manchester for overnight stay.
DAY 2 By rail over the original Liverpool and Manchester railway route to Rainhill for the Exhibition, Rail Trail, Trials and Cavalcade. Return to Manchester hotel.
DAY 3 Conducted tour of Manchester's Victorian railway sites, followed by coach to Dinting Railway Centre, home of 'Scots Guardsman' and 'Blue Peter'. Return to Manchester for overnight stay.
DAY 4 Transfer to Port of entry for return home.

All prices include travel to and from London as point of entry. Other entry points might cause a slight price variation. Some special main line steam runs will be available as optional extras, subject to early booking seat availability.

Further details can be obtained by sending a S.A.E. to the Federal Secretary, who will, no doubt, volunteer someone to co-ordinate enquiries.

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# THE STANDARD GAUGE LINE IN QUEENSLAND TODAY.

By A McLaughlin

Border Loop to South Brisbane

The standard gauge line in Queensland is just under 69 miles long and extends from the Queensland/NSW border in the middle of the McPherson Ranges. After leaving the Ranges the line traverses through rich farmlands, passing through such stations as Glenapp, Tamrookum, Bromelton and Kagaru. After leaving Kagaru the line starts entering thick bushland, travelling over long grades of 1 in 50 to grades of 1 in 100.

The line starts entering the outer suburbs of Brisbane near Algester and Acacia Ridge. At Acacia Ridge itself there is a large marshalling yard with sidings branching out to Brambles, GMH and Lysaghts. A 48 class is used for shunting in the yard and other main line units. Leaving Acacia Ridge the line crosses four level crossings; at the fourth crossing, Beaudsert Road signal cabin is situated. This cabin is responsible for controlling this crossing and also exchanges staffs with up and down trains. There is also a short branch crossing over the up and down QR lines to Commonwealth Engineering and English Electric. A mile further down the line is Clapham.

This is where most of the goods trains arrive or depart and tranship loadings with QR trains. Approximately 500 yards of the northern end of Clapham is Yerongpilly loco where all NSW locos are serviced. There is a two-road engine shed and a 75' turntable which has two roads leading to it. Passing Park Road goods siding and travelling through Vulture Street Tunnel, the line enters South Brisbane Station.

THE STATIONS

South Brisbane

South Brisbane Station consists of eight long dead-end sidings, a platform road and a road for locos to run round the Brisbane Limited and goods trains. Three of these sidings are for loading of wagons, two are for the car shed and three are for marshalling of goods trains. There is a small dead-end siding for the shunt loco or the pay bus. The platform will hold 16 passenger cars of the Brisbane Limited when the need arises.

There is a signal cabin provided for the shunting movements carried out in the yard. There are four major train departures from South Brisbane, including the Brisbane Limited. A shunt train runs between South Brisbane and Clapham every day, and light engines arrive and depart from South Brisbane coming on and off the Limited and goods trains.

Park Road

Park Road is not a staff station; however, there is a lever frame provided for the points and an up and down home signals. There are two sidings here, with a large shed in between the two. The most common wagons seen are KLY, VLX, VEX, CDY, BDX, YME, CCX, LLV and JLX.

Yerongpilly Loco

Yerongpilly loco, like I mentioned before, has two engine road sheds and a 75' turntable. For further information, refer to the diagram. The locos stationed here are 4847, 7313 and 7314.

Clapham

Clapham is the largest marshalling yard north of Casino, and is responsible for the transhipping of the NSW trains to the QR trains; most of the goods trains arrive and depart from here. There are 25 roads in Clapham; 11 are for QR trains and 14 for NSW trains. The main crossing loop is 2021' long and one of the 73s are stationed in the yard for shunting purposes. There are approximately 23 trains passing or departing from Clapham on a normal weekday, including Saturdays, and 11 trains on Sundays. Some of these trains are light engines going to Acacia Ridge to work trains to the south, and on Sundays they sometimes travel to Grafton City.

Beaudesert Road

Beaudesert Road is just over a mile and a half south from Clapham. There is a signal cabin provided which has electric staff instrument for the standard gauge, and the block on the QR. This cabin also controls points into Commonwealth Engineering and English Electric.

Salisbury

Salisbury consists of two sidings which service TNT. There is a shunt train here once a day, and a train going to the south once a day. There is a cabin here which services the QR main line and the QR single line to Acacia Ridge and also the TNT siding.

Acacia Ridge

Acacia Ridge is the speed stretch for the Limited and through goods trains. It's a large yard with dual gauge points and sidings. There is a large overhead gantry crane which loads and unloads containers and steel off QR and NSW trains. There are approximately four trains departing from the south, Mondays to Saturdays, and as required on Sundays. The present practice is that when a train is going south, a light engine from Yerongpilly will work the train, that is light engine from Yerongpilly to Acacia Ridge then goods to Sydney. Most of the north bound trains go into the yard, detach Acacia Ridge loading and then proceed to Clapham with the remaining load. 4847 is the most popular loco seen there, where it shunts, and also other main line units.

Greenbank

Greenbank is 19 miles from South Brisbane. It has just one loop which is 1352' long.

Kagaru

Kagaru is 30 miles from South Brisbane. It has one loop which is 1401' long. On the northern end of the station is the Logan River, which is crossed by a large bridge. It covers the river in three sections; the middle section being the largest. There is a wooden road bridge which crosses the railway on the Sydney end of the station.

Bromelton

Bromelton is not a staff station. It is an as required stop for the Bris-

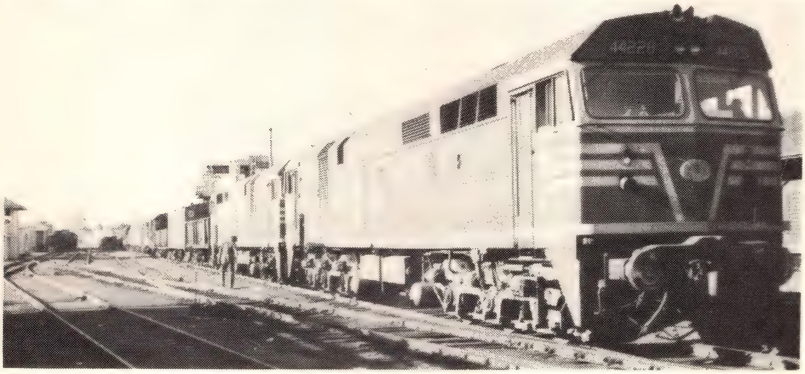
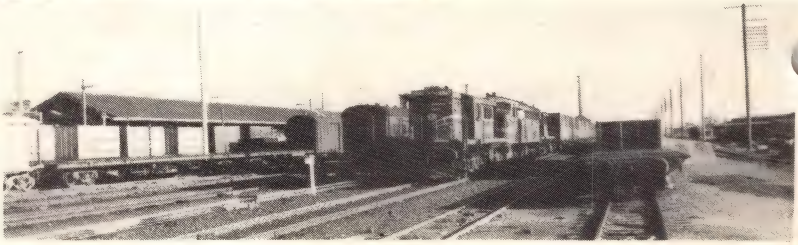


PHOTO 1
44228/44213 on 244 express goods at Clapham, ready to depart for Sydney

PHOTO 2
48, 44, 48 combination arrives at Clapham on goods from south



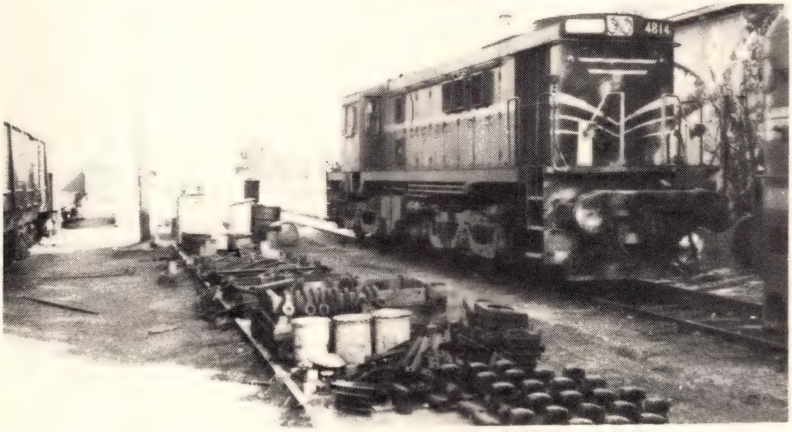
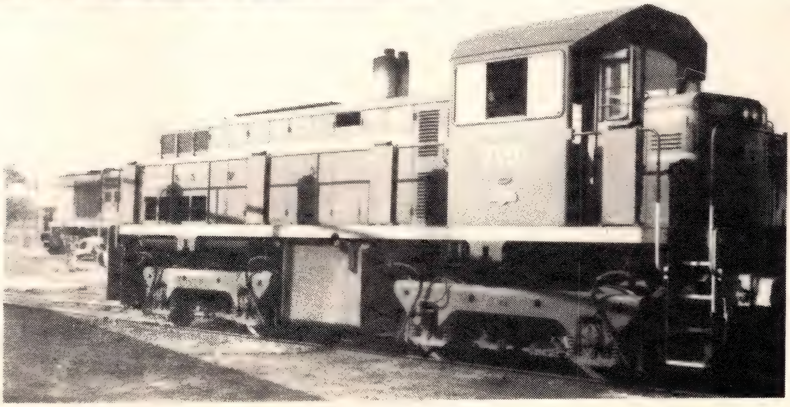


PHOTO 3
4814 in Yerongpilly Motive Power Depot

PHOTO 4
Diesel Hydraulic 7350 in Yerongpilly Motive Power Depot



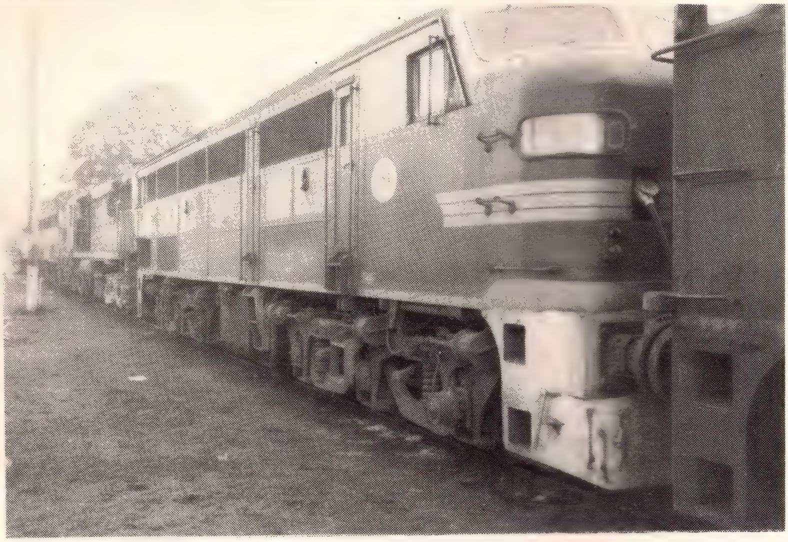
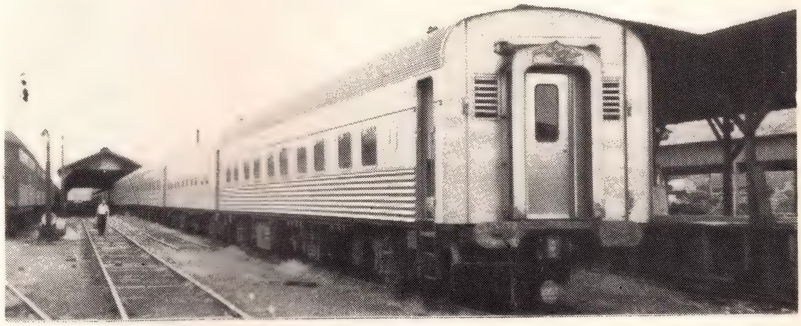


PHOTO 5
Line up in Yerongpilly Motive Power Depot

PHOTO 6
The Brisbane Limited, sitting on the car shed track at South Brisbane



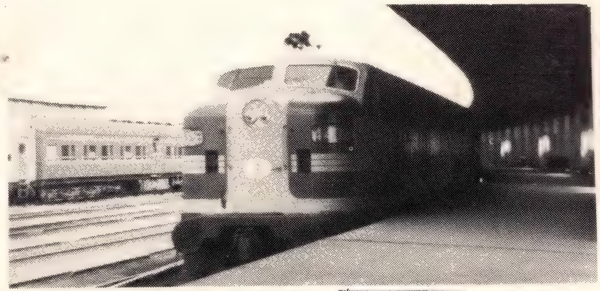
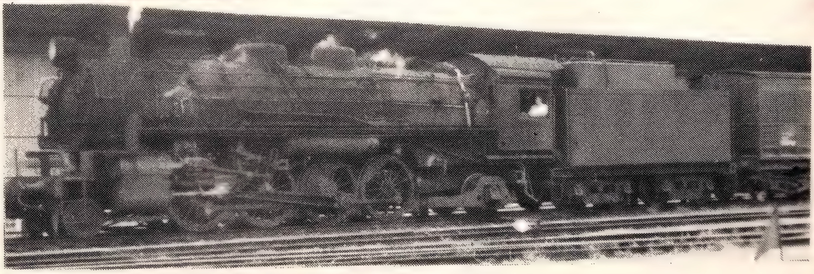
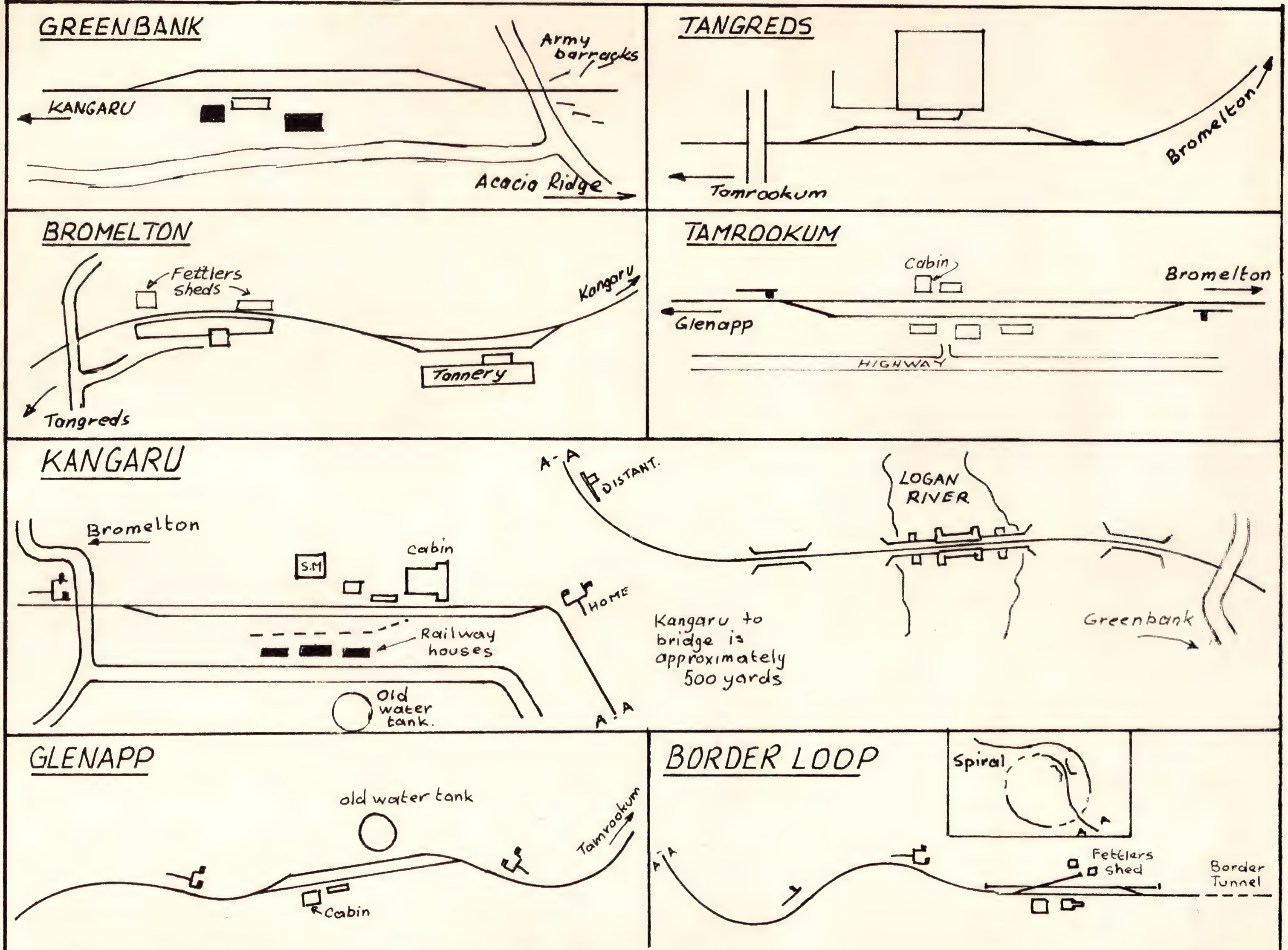


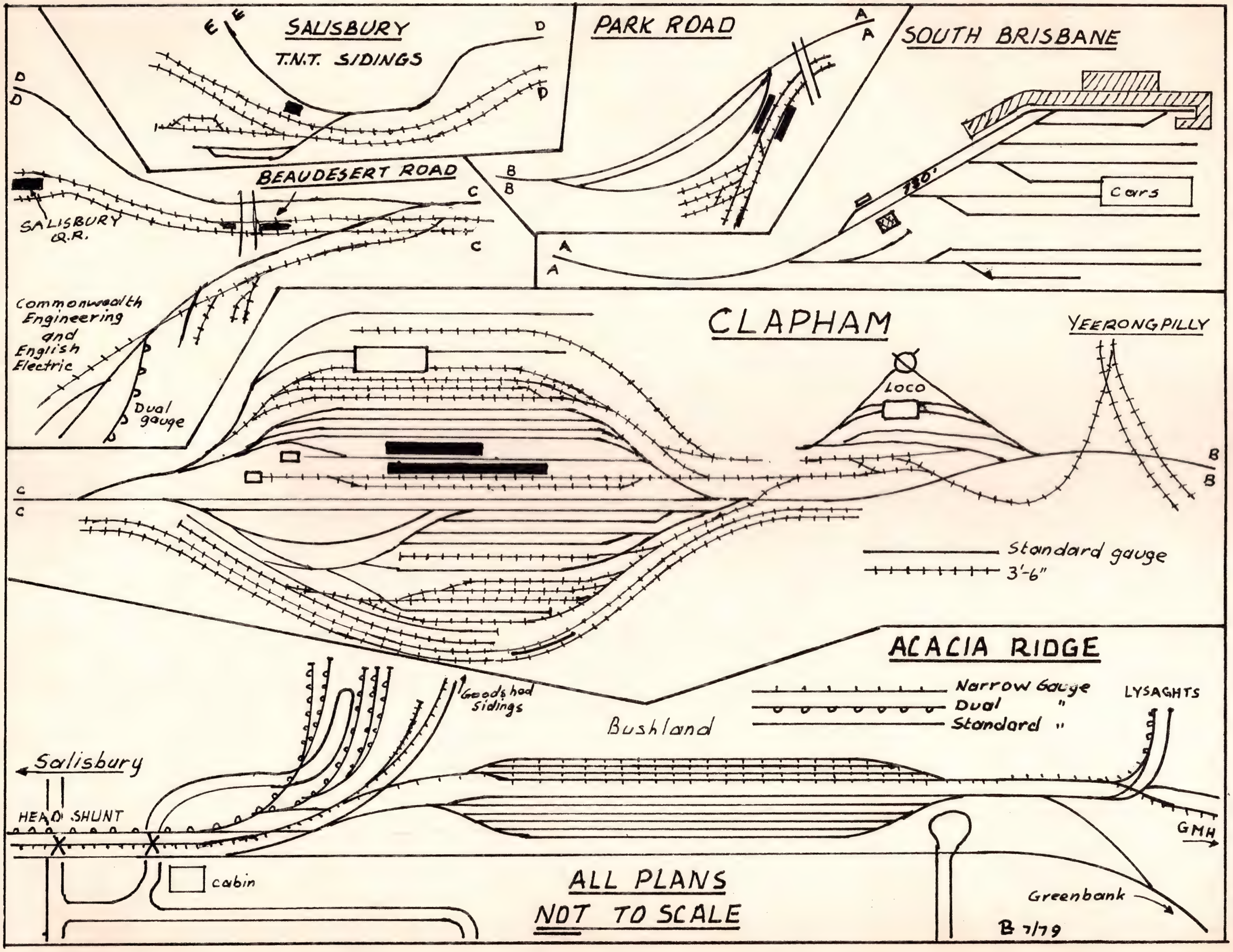
PHOTO 7
No 3, which now runs to Murwillumbah as the 'Motorail', arrives at South Brisbane behind 4408

PHOTO 8
In days gone by, 5903 shunts No 3 Brisbane Express





PLANS OF STATIONS NOT IN ORDER AND NOT TO SCALE


SALISBURY
T.N.T. SIDINGS
E
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D
D
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PARK ROAD
A
A
B
B
SOUTH BRISBANE
130'
Cars
A
A
BEAUDESERT ROAD
SALISBURY Q.R.
C
C
Commonwealth Engineering and English Electric
Dual gauge
CLAPHAM
YEERONGPILLY
LOCO
B
B
C
C
Standard gauge
3'-6"
ACACIA RIDGE
Narrow Gauge
Dual "
Standard "
LYSAGHTS
Goodshed Sidings
Bushland
Salisbury
HEAD SHUNT
cabin
GMH
Greenbank
ALL PLANS NOT TO SCALE
B 7/79

bane Limited, as it is the nearest station to Beaudesert. There is a siding provided on the Brisbane end of the station. A mile on the Sydney end of the station is Tancreds Sidings, which receives BCW and OCY wagons.

### Tamrookum

Tamrookum is a crossing loop which is 1080' long and is 48 miles from Brisbane.

### Glenapp

Glenapp is 61 miles from Brisbane. It is situated at the foot of the McPherson Ranges; the loop is 1388' long.

### Border Loop

Although not in Queensland, I will include Border Loop in this article. Border Loop is situated in a gorge like valley, in which the spiral is situated. On the Brisbane end, the loop ends next to the mouth of the tunnel which the Queensland/NSW border crosses. The station loop is 1367' long and is 69 miles from Brisbane.

### The Timetable

There are approximately 22 trains that run up and down the line a day. The goods trains all consist of bogie wagons ranging from container wagons to stock wagons. Most of the trains run direct to the border, only stopping at the stations to change staffs. The only place goods stop to shunt wagons between Acacia Ridge and the border is Tancreds Siding.

### The Timetable on Wednesday 27/9/78

| | | | |
|---|---|---|---|
| 296 | Ex | Acacia Ridge | 1.00 am |
| 202 | Ex | Acacia Ridge | 3.00 am |
| 294 | Ex | Clapham | 4.00 am |
| 230 | Ex | Clapham | 8.45 am |
| 2 | Ex | South Brisbane | 3.40 pm |
| | | | 3.52 ('Limited') |
| 244 | Ex | Acacia Ridge | 4.20 pm |
| 274 | Ex | Clapham | 6.00 pm |
| 272 | Ex | Salisbury | 7.15 pm |
| 286 | Ex | South Brisbane | 8.00 pm |
| | | | (Clapham 8.15) |
| 202A | Ex | South Brisbane | 9.30 pm |
| Clapham | | | 9.45 to 11.00 pm |
| 290 | Ex | Clapham | 9.30 pm |

### Down Trains - NSW

| | | | |
|---|---|---|---|
| 641 | Arrives | 2.00 am | Wednesday |
| 279 | " | 4.00 am | " |
| 241 | " | 5.00 am | " |
| 243 | " | 7.30 am | " |
| 245 | " | 8.30 am | " |
| NO1 | " | 9.35 am | " |
| 205 | " | 10.00 am | " |
| 211 | " | 2.00 am | " |
| 271 | " | 3.30 am | " |
| 345 | " | 5.00 am | " |

### Engine Power (Specimen)

| | | | |
|---|---|---|---|
| 274 | 4481 | Ex 243 | |
| 272 | 44201 | Ex 201 | |
| 286 | 44211 | Ex 205 | 48125 Ex NO1 |
| 202A | 4425 | Ex 271 | |
| 290 | 44203 | Ex 205 | |
| 296 | 44223 | Ex 3AR | |
| 202 | 44225 | Ex 345 | |
| 294 | 4403 | Ex 641 | 44239 Ex 279 |
| 230 | 4418 | Ex 241 | |

### The Timetable for the Limited and 230 Goods Between Border Loop and Brisbane

| | 2 | 230 | 'EXAMPLE' |
|---|---|---|---|
| Sth Bris | 3.40 | | |
| Clapham | 3.51 | 8.45 | |
| B'sert Road | 3.45 | | |
| Greenbank | 4.13 | 9.08 | 9.22 XN01 |
| Kagaru | 4.26 | 9.38 | |
| Bromelton | 4.37 | | (x = cross) |
| Tamrookum | 4.50 | 10.01 | |
| Glenapp | 5.09 | 10.21 | |
| Border Loop | 5.26 | 10.40 | |

| | 1 | 271 | |
|---|---|---|---|
| Border Loop | 8.08 | 9.15 | |
| Glenapp | 8.22 | 9.31 | |
| Tamrookum | 8.41 | 9.52 | 10.09 X230 |
| Bromelton | 8.54 | | |
| Kagaru | 9.04 | 10.35 | (x = cross) |
| Greenbank | 9.16 | 10.50 | |
| B'sert Road | 9.32 | | |
| Clapham | 9.35 | 11.55 | Detaches loading at Acacia Ridge |
| Sth Bris | 9.50 | | |

*****************************

# A Prototype Worth Modelling : Byron Bay

by '45704'

The most easterly station in Australia, Byron Bay, is situated on the Casino-Murwillumbah line of the NSW system. While it is today merely a stopping place for daily 'Motorail', its simple layout and sleepy atmosphere belies the importance it carried as a railway centre for more than half a century from the line's opening in 1894. From a modelling viewpoint, the prototype layout has changed little in its 85 years of existence, and is reasonably compact, which gives the possibility of a scale HO model that could, depending on the rolling stock thereon, be a passably accurate model portrayal of any period.

## History

At the time of the line's opening in 1894, Byron Bay was an important port on the far north coast of NSW. There was a twice-weekly steamship service connecting with Sydney, from which travellers to a large area of that State disembarked to continue their journey by rail. A jetty ran for several hundred yards out into the bay, and a double set of tracks (the Old Jetty Line on the diagram) ran out alongside the ship. Passengers entrained here into a single carriage, which was then drawn into the station, laterly by a Simplex rail tractor (about which more than anon). At the station would be waiting two trains; one heading north to Murwillumbah and the other to Lismore and Casino.

For many years, of course, this section of line was completely isolated from the rest of the State's system. With a few local services, this was basically the pattern of Byron's services for many years; services to Grafton from Murwillumbah followed as the Casino to Grafton line was completed. A new jetty, further along the coastline replaced the original structure in the 1920s, and this too carried a railway line, albeit only a single track.

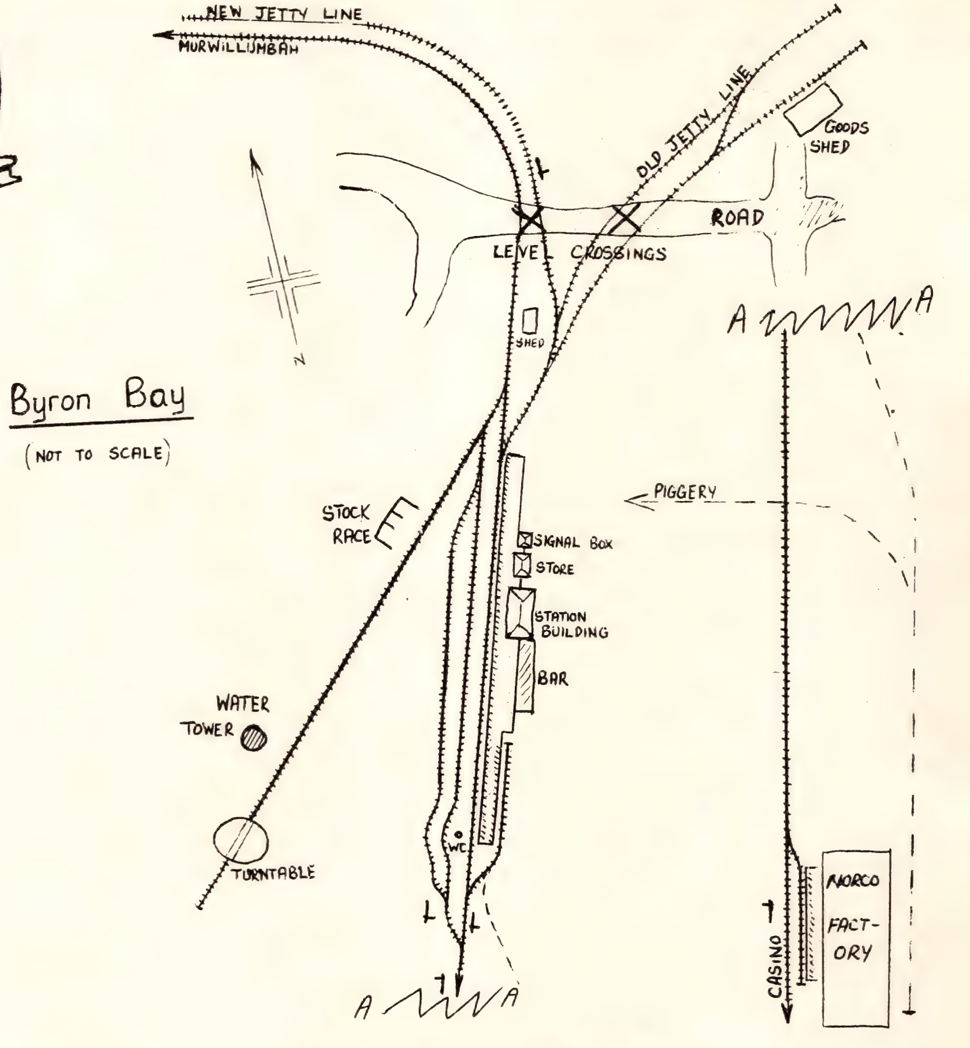
By this time, with the linking of the railway to the rest of the NSWGR, via firstly the train ferry, and then the bridge across the Clarence (1932), through workings to southern centres became possible, and the importance of the coastal steamers rapidly declined.

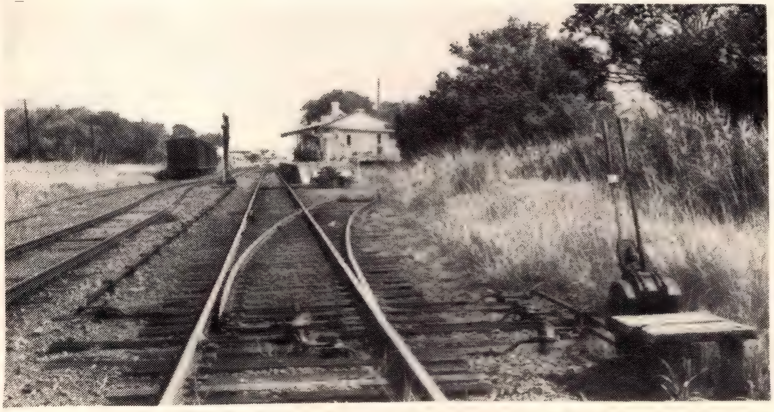
## Layout

The diagram shows the layout as it is today. The two sidings over the level crossing are the truncated remains of the original jetty line, while the line runs alongside the main line as far as Walkers meat factory, about three quarters of a mile away. This line still sees occasional use. The two dotted lines at the southern end of the station show the line to the front of the Norco factory, and a line running from this across the main line on a flat crossing and hence for a couple of miles to a piggery. Evidence for the existence of this line is very sketchy so far, being based mainly on local hearsay.

However, on-site examinations have revealed a few remnants of rotted sleepers and a quite distinctive path through the bush for a considerable distance. The loco siding is still extant, but was disconnected from the rest of the layout in 1978. The turntable was removed some years ago, but the substantial brick built water tower is still standing. No physical evidence of the stock race remains.

I believe the bay platform was once slightly longer, but it has been shortened to enable the building of the Railway Bar. (Incidentally, reputed to be the only 'station pub' in NSW outside the cities.) It is possible





Byron Bay station
looking north
(1977)

that there were once more sidings, but I have been unable to uncover any evidence of these. The Noco siding is still in situ, but has seen no use for several years. (The factory is now derelect.)

The signalling, as shown has recently been modified, in connection with the installation of automatic boom gates. Note also the 'jiggle' in the loop and siding to give clearance to the water column at the platform end.

Traffic

Today's services consist solely of the Up and Down 'Gold Coast Motorail', which runs daily, and a pick-up goods service which runs every day, except Sunday. The Down goods arrives at Byron Bay at around 0100 hours, and returns from Murwillumbah at 2230 hours, the locomotive stabling at Murwillumbah during the interim. The Down Motorail is due in at 0950 hours, and returns at 1625 hours. There is also the occasional extra freight service, usually in connection with track maintenance further north.

I have been unable to ascertain details of earlier days' services, although it is known that in the 1920s a connecting Down service from Sydney arrived at approximately 2000 hours, and returned from Murwillumbah early the next day.

Locomotives and Stock

Diesel electrics of the 44 and 42 classes handle the services nowadays; singly on the freights and in multiple on the Motorail. The occasional extra shunt train will sometimes produce a 48 or very rarely a 45. The variety in former years was fairly extensive, locos of the 12, 15, 17, 19, 30T and the various 2-8-0 goods engines being seen. It is also believed that two of the eight 27 class 2-6-0s were landed at Byron Bay from England and assembled there (the others being assembled at the Dyke, Newcastle). While the freight traffic originating from the town is today virtually non-existent, about once a week the Down freight deposits four or five loaded cattle

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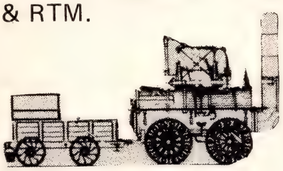

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wagons in the siding. This is the cue for the Town's pride and joy, a 1908 Simplex rail tractor, to appear from its shed at Walker's meat works and amble down the new jetty line at about 9 am to collect its load. This is the self same machine which once trod the rails of the original jetty, and has remained in the town for most of its existence.

Despite being propelled by internal combustion, its chain drive must make it a living museum piece. During Byron Bay's heyday as a whaling station, this locomotive was also used to haul the dead carcasses from the water into the Flensing yard, using a wire rope. Its use today is confined to the weekly pick-up of cattle for the abattoir, and returning the empties later the same day for collection by the Up freight service that evening. There is also the occasional appearance in the bay platform of an open wagon for a local load; one of the State's Dental Rail Cars has also been stabled there for a few days.

A superseded passenger car, now in use as a camp wagon, is often stabled in the remains of the old jetty line, serving as a base for track maintenance men in the area.

Modelling Byron Bay

A model of Byron Bay, particularly one based on services of earlier years, could prove to be interesting, both from an operating and an aesthetic point of view. A little judicious shortening of the layout could be undertaken without losing any of the effect, and the sharp curve at the northern end solves half the problem of getting to the end of the base board.

The main platform is 500 feet long, and the total distance from the Norco factory to the road crossing is approximately 5/8 mile. Anyone contemplating a model would be well advised to visit the prototype and photograph that which is still there, as very little seems to have changed over the years. And with 15 miles of beach close at hand, who needs other excuses?

Just one afterthought - does anyone have any suggestions for motorising a Simplex in HO without losing all that open space inside?

* * *

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DIRTY RAILS My proved solution with NICKEL SILVER. Clean tops with Peco cleaner, wipe with dry cloth, apply instrument oil by rag. Allow two weeks to dry. From time to time over next six months, remove odd spots of dirt 'build-up' with Peco cleaner and dry rag, but do not apply more oil. From then on, a Triang Track cleaning car, with the felt pad soaked in cigarette lighter fuel (Shellite) can be pushed over the running lines with a Jinty about once every three months. My rolling stock has thick dust, but I have had no dirty track problems for years. Of course, the more running you do and the more metal wheels you have, the better it is.

LOCO ADHESION Buy some lead shot, about 1/32" diameter from the gun shop. Put in a bowl and keep flattening a 2" ball of plasticine into it until the ball is 'saturated' with shot. Then press pieces of it into the plastic loco body till all available space clear of motor and cab is full. It will stay in place indefinitely, the motor will not overheat and traction improves vastly. It also overcomes a lot of electrical 'dead spots' on the track. (This way, you can double the weight of a Triang Jinty.)

IMITATION POINT RODDING Use 'liquorice Strip' multi core flat band type wire as used in electronics. Glue matchsticks across it every 36 mm and staple across the wires into the match. Cut off the match ends, paint the whole lot rust colour and stick to the baseboard as required for effect.

'WEATHERING' WAGONS Use Floquil Weathering Paste, well mixed with an equal quantity of water. Apply with small paint brush lightly and quickly, particularly to white lettering to 'kill' the plastic look. If you get too much on (the film becomes a little more transparent as it dries), wipe it off quickly with your finger tip or spread it quickly all over the wagon. It is very effective on shiny plastic brake gear, axle boxes, etc - just a quick, light brush. Easier to do than describe and the appearance is very authentic 'dirt'.

COACH BUFFER LOCK If you have to use less than 24" radius crossovers and want close coupling, remove the right hand buffer from each coach end. It is hardly noticed on a train, except at the end of a rake.

LOCO STALLS, STARTS ERRATICALLY Remove brushes, wipe them firmly with rag and don't lose the springs. Clean commutator slots with a needle (not a pin), apply a suitable cleaner such as CRC 2-26 pretty freely to the commutator and then rotate it against a rag covered finger tip, but don't break the soldered wires. Refit brushes and springs, lightly oil bearings, apply graphite grease (or graphite dust from your locksmith mixed with oil) to the worm and wheel and run the loco 'light' at slow speed for about 5 minutes in each direction. If necessary, clean the wheel pick-ups with a small brush and remove surplus graphite. The loco should now be good for about 100 hours without further attention (a year's running for the average modeller). Undue and persistent arcing on Triang motors is often cured by bending the fibre brush holding strip ends slightly up or down.

STATION PLATFORMS IN INDUSTRIAL AREAS
Use fine grade black sandpaper as fitted to motorised floor sanding machines - it comes in long, cheap rolls and can be cut with old scissors. Cut too wide, fold back each edge and glue direct to brick paper covered wood strip platform faces. The overhang is the right thickness and can be painted dirty white, but not on the ramps (the real railways never did).

TRACKSIDE TRIVIA Plastic offcuts, rectangular blocks, anything from 1/8" to ½" sides, should be saved as you model other things. File the top to about 25°, glue on a thin card roof overhanging 1/16" all around, glue on the back two pins or matchsticks. Paint the whole lot matt black or dirty grey and stick alongside the track to represent all those signalling and communications boxes seen on the real thing. A couple of thin plastic wires curving down into the 'ground' on either side add a finishing touch.

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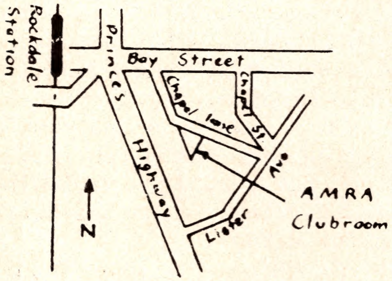
# BRANCH NOTES

## NEW SOUTH WALES BRANCH NOTES



The following is the program for October to December:

| | |
|---|---|
| 29 & 30 Sept<br>1 Oct | Annual Exhibition |
| OCTOBER | |
| Saturday 6th | Layout operation, NSW prototype |
| Friday 12th | Modelling clinic - buildings for wall layout at Clubrooms |
| Saturday 20th | Post exhibition discussion and layout operation |
| Friday 26th | Modelling clinic - buildings for wall lay- (continued) |
| NOVEMBER | |
| Saturday 3rd | Auction - goods in by 2 pm |

| | |
|---|---|
| Friday 9th | Slide night - Noel Thorpe |
| Saturday 17th | Layout operation/visit to Darvell Park Live Steam, West Ryde |
| Friday 23rd | Federal AGM and layout operation |
| DECEMBER | |
| Saturday 1st | Layout operation by timetable |
| Friday 7th | Layout operation and discussion nights Subjects - conventions, Clubs and track versus scenery |
| Saturday 15th | Scenery demonstration on wall layout |
| Friday 21st | Layout operation (finish off year's activities) |

****************

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